

7.1.3 SRL AMENDMENTS AND STATE GOVERNMENT PLANNING UPDATES

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RECOMMENDATION

Part A: SRL East Planning Scheme Amendments

That Council

1. Notes that Amendments C176mona, C177mona, GC247 and GC248 were gazetted in July 2026 and implement the Monash SRL East Structure Plans for the Monash, Glen Waverley, Clayton and Burwood SRL East Precincts into the Monash Planning Scheme.
2. Notes the summary of the key aspects of the Suburban Rail Loop (SRL) East Precinct Planning Special Advisory Committee (SAC) reports relevant to Monash City Council as set out in this report.
3. Notes that Suburban Rail Loop (SRL) value capture measures were announced for all SRL East precincts in December 2025 further noting that there was no further engagement and Council were not given an opportunity to provide feedback on the proposed measures.
4. Notes that the SAC recommended further work should be undertaken before the draft Amendments are implemented and that this has not occurred.
5. Writes to the Minister for Planning to outline Council's concerns with the approval of the amendments (as detailed in this report), the SRLA's lack of response to the recommendations of the SAC and the process and changes they had proposed.

Part B: Implication of the SRL East Planning Controls

That Council

1. Notes that the introduction of the SRL East Precincts to the Monash Planning Scheme includes the complexity involved with the introduction of the Precinct Zone and seven (7) associated schedules, the expansion of the Built Form Overlay with fifteen (15) associated schedules, and the introduction of the Parking Overlay and seven (7) associated schedules.
2. Writes to the Minister for Planning and Suburban Rail Loop Authority to identify concerns regarding the usability of the use and development framework plans within the precinct schedules and request that this mapping is provided as a searchable spatial layer within state mapping systems and made available to Council to support accurate interpretation and administration of the planning controls.
3. Notes that the SRL East planning framework seeks to discourage underdevelopment within precinct areas and that, in some circumstances, proposals for a single dwelling, detached multi-dwelling development or other low-density development may be inconsistent with the objectives of the Monash Planning Scheme and may be refused on that basis.

4. Notes that as a part of the SRL East planning controls the Minister for Planning is now the responsible authority for applications within the SRL East Structure Plan Areas as set out below:
 - a) Development with an estimated cost of \$50 million or more.
 - b) Development of one or more buildings that are six storeys or greater above ground level.
 - c) Use or development that provides a public benefit consistent with the provisions of the Precinct Zone (Schedules 1, 2, 3, 4 and 7).
 - d) Any Master Plan required under the Precinct Zone (Schedule 2 - Clayton Station Development Area, and Schedule 4 - including the Monash Concept Plan).
 - e) Any other permit trigger in the planning scheme where that matter forms part of an application that also includes development meeting any of the above criteria.
 - f) The Minister is also the responsible authority for matters under the Act for a permit in relation to the provision of an affordable housing contribution provided as a public benefit consistent with the Precinct Zone (Schedules 1, 2, 3, 4 and 7).
5. Notes that applications under the Precinct Zone are exempt from standard notice, decision and review rights under the *Planning and Environment Act 1987*. Consequently, where the Minister is the responsible authority, Council will not receive formal notice of the application and comments provided by Council will not have statutory weight in the assessment process or formal consideration by the Minister.

Part C: State Government Planning Updates

That Council

1. Notes that as a part of the introduction of the Planning Amendment (Better Decisions Made Faster) Act 2026 the following provisions came into effect from 3 June 2026:
 - a) The Infrastructure Contributions Plan (ICP) framework has been expanded and made more flexible, including allowing monetary contributions for land acquisition and infrastructure outside an ICP area where it supports growth generated by that area.
 - b) Councils must now be given at least 30 days' notice before most State or local planning scheme amendments (VC amendments) are approved by the Minister for Planning.
2. Notes that as a part of the introduction of the Planning Amendment (Better Decisions Made Faster) Act 2026 new compliance and enforcement provisions came into effect on 3 August 2026.

INTRODUCTION

Part A of this report provides Council with an update on the changes to the Monash Planning Scheme by the approval of the Suburban Rail Loop Authority (SRLA) planning scheme amendments for the SRL East project.

Part B of this report provides Council with a summary of the new planning controls applying to the SRL East precinct areas and the implications of these controls on planning assessments and the challenges residents may face in interpreting these controls.

Part C of this report provides an update on other recent legislative and planning scheme changes by the State Government, including the announcement of the proposed value capture measures, including Infrastructure Contributions Plans (ICPs) and a parking levy applying across all SRL East precincts.

COUNCIL PLAN STRATEGIC OBJECTIVES

A well-planned and future ready city

An attractive and well-designed city with connected neighbourhoods, active transport, open spaces, facilities and infrastructure that meets the current and future needs of our community.

A city that promotes environmental sustainability

Where neighbourhoods are designed and developed along environmentally sustainable development and urban design principles, in sympathy with the natural environment.

A council with good governance, strong leadership and community involvement in decision making

A Council that provides governance and leadership for the benefit of our community through community engagement, advocacy, decision making and action.

BACKGROUND

PART A: SRL EAST PLANNING SCHEME AMENDMENTS

The Minister for Planning has approved and gazetted the four amendments that relate to the precinct planning for the SRL East stations at Monash, Glen Waverley, Clayton and Burwood.

All four amendments generally make the following changes to the Monash Planning Scheme:

- Introduce the Precinct Zone (PRZ) to the precinct areas around the SRL stations
- Applies the Built Form Overlay (BFO) with various schedules
- Applies the Environmental Audit Overlay (EAO) to selected sites
- Applies Parking Overlays (PO) with various schedules
- Removes the Design and Development Overlays (DDOs)
- Includes the precinct's relevant Structure Plan as a background document
- Amends state and local planning policies to include references and policies with respect to the SRL and station precincts

Links to the planning scheme amendment documents and Standing Advisory Committee reports and the SRLA response to the reports are included in **Attachment 1** and **Attachment 2**.

PART B: IMPLICATION OF THE SRL EAST PLANNING CONTROLS

The recently introduced SRL East planning controls establish a new statutory framework for development within the affected SRL East precinct areas. The controls are intended to facilitate substantial housing and employment growth around future Suburban Rail Loop stations through

the application of new precinct specific zones, overlays and policy provisions, including amendments to Council’s local policy within the Monash Planning Scheme.

While the controls provide direction regarding the preferred and acceptable outcomes for the precincts, they also introduce a significantly more complex planning framework than the previous zoning and overlay controls that applied to these areas. The changes have implications for Council's assessment processes, the role of the responsible authority, community notification and appeal rights, and public awareness around future development outcomes. The complexity of the controls are also not easy for residents to navigate to determine what use and development outcomes may be possible on their land. We anticipate an increase in enquiries throughout these precincts to clarify the controls in addition to a more complex planning framework for Council to navigate in its assessment and decision making processes.

PART C: STATE GOVERNMENT PLANNING UPDATE

Planning Amendment (Better Decisions Made Faster) Act 2026

The Planning Amendment (Better Decisions Made Faster) Act 2026 introduces a staged program of reforms to the *Planning and Environment Act 1987*. The first changes commenced on 3 June 2026, with further compliance and enforcement changes commencing on 3 August 2026. While many of the initial reforms are administrative in nature, they mark the first of many changes to the planning system.

Attachment 3 contains a copy of the State Government announcement on the changes to the Act.

“Value Capture Mechanisms” for SRL East precincts

The State Government has announced that a component of SRL East funding will be generated through value capture measures, including Infrastructure Contributions Plans (ICPs) and a parking levy applying across all SRL East precincts. Announced in December 2025, these measures will impose additional costs on landowners and developers, with revenue used to support infrastructure delivery and repay State borrowing associated with the SRL East project.

Disappointingly, these measures were announced following the conclusion of the Standing Advisory Committee (SAC) process, despite concerns regarding the funding and delivery of community infrastructure being a significant issue raised by Council throughout the hearings. As a result, Council and other stakeholders could not test, comment on, or make submissions regarding the proposed funding mechanisms or the adequacy of the contributions proposed to support the substantial infrastructure identified within the Precinct Plans.

DISCUSSION

PART A: SRL EAST PLANNING SCHEME AMENDMENTS

Details of the approved amendments

The table below summarises the changes introduced by each of the four amendments.

Amendment No.	Changes to the Monash Planning Scheme
C176mona	Introduces the Precinct Zone (PRZ) into the Monash Planning Scheme.

Monash SRL Station and precinct Gazetted 1 July	• Introduces the Commercial 3 zone (C3Z) as the applied zone for some properties along Dandenong Road that were formerly zoned Commercial 2 Zone (C2Z), and part of the station precinct area formerly zoned Special Use Zone (SUZ6) - dwellings in these areas are capped at 50% of the Gross Floor Area (GFA) • Rezones land within the Monash SRL Precinct to PRZ4 (station precinct) and PRZ3 (remaining structure plan area) - which includes a Public Benefit Uplift Framework (PBUF). • Applies the EAO to selected sites in PRZ4, and applies the PAO to a couple of sites in this area • Applies the Built Form Overlay - BFO6, BFO7 and BFO8 - to put in place new built form requirements • Applies Parking Overlays (PO3) to the station precinct area (PO3) and to the balance of the structure plan area (PO4)- and applies car parking rates based on the PTAL categories, including maximum rates in all categories and minimum rates in Categories 1 and 2 • Removes DDO4 and DDO1 in the Structure Plan Area • Adds the "SRL East Structure Plan - Monash" as a background document
C177mona Glen Waverley SRL Station and precinct Gazetted 6 July	• Rezones land within the Glen Waverley SRL Precinct to PRZ6 (station precinct) and PRZ5 (remaining structure plan area) - which includes a Public Benefit Uplift Framework (PBUF). • Introduces the Industrial 3 Zone (IN3Z) as an applied zone for industrial properties in the Aristoc Road precinct. This area was formally zoned with Industrial 1 Zone (IN1Z). • Expands the area where the Commercial 1 Zone (C1Z) is the applied zone compared to the previous extent of C1Z. • The Mixed Use Zone (MUZ) is the applied zone for the properties fronting the eastern side of Springvale Road and residential properties on the western side. • The Residential Growth Zone (RGZ) is the default residential zone for the remaining residential areas. • Applies the EAO to the United Energy site at 84-86 Bogong Avenue. • Applies the BFO9, BFO12, BFO13, BFO17 and BFO18 (replacing the DDO1 in some areas) • Deletes DDO12 • Removes the Vegetation Protection Overlay (VPO1) within the precinct boundary • Applies Parking Overlay PO5 to the station precinct area (Area A) and PO6 to the balance of the structure plan area (Area B) - and applies car parking rates based on the PTAL categories and includes maximum rates in all categories and minimum rates in Categories 1 and 2 • Includes a precinct plan for the SRL precinct in Clause 02.04-4 • Adds the "SRL East Structure Plan - Glen Waverley" as a background document

GC248 Burwood SRL Station and precinct Gazetted 9 July	• Rezones land within the Burwood SRL Precinct in the Monash Planning Scheme to PRZ7. • Area 2 uses the Mixed Use Zone as the applied zone. Otherwise, the areas are determined by the existing zones - with Area 1 being a local activity centre (C1Z is the applied zone). • Area 3 for residential areas (RGZ is the applied zone - a change from what was largely NRZ) and Area 4 for the industrial areas (IN3Z is the applied zone). • Applies the BFO14 to sites along Highbury Road, the BFO15 to residential areas and BFO16 to the industrial areas. • Applies PO7 to the precinct - and applies selected car parking rates based on the PTAL categories. • Removes VPO1 within the precinct boundary. • The Significant Landscape Overlay (SLO1) along Gardiners Creek is retained but there are new requirements that apply due to the change in zone (e.g. the permit trigger for building heights exceeding 6m no longer applies). • Adds the "SRL East Structure Plan - Burwood" as a background document.
GC247 Clayton SRL Station and precinct Gazetted 14 July	• Rezones land within the Clayton SRL Precinct in the Monash Planning Scheme to PRZ2 for the Station Development Area and PRZ1 for the remaining areas. • PRZ1 applies the land use tables from the C1Z for the retail area, the MUZ for residential land generally along main roads north of Monash Medical Centre (MMC) and applies its own land use tables for Area 4 around MMC (noting that dwellings become a section 2 use). • Applies the BFO2 and BFO3 along Clayton Road, and BFO4 and BFO5 to residential areas. • Applies PO1 and PO2 to the Clayton Road environs and surrounding areas respectively of the precinct - and applies selected car parking rates based on the PTAL categories. • Applies the PAO to 31 Dunstan Street, Clayton. • Removes DDO1 and DPO5 from within the structure plan boundaries. • Adds the "SRL East Structure Plan - Clayton" as a background document.

Each of the amendments introduces major changes to the planning controls applying to the structure plan areas around the proposed SRL stations. In addition to the policy, zone and overlay changes, the amendments introduce the SRL East Structure Plans into the planning scheme as background documents to guide the future development of the precinct.

There is further discussion below about particular aspects of the new planning controls that apply to each of the amendments including further discussion on the Implementation Plans, the Voluntary Public Benefit Uplift Framework (VPBUF), Infrastructure Contribution Plans and the role of the Minister for Planning.

Implementation Plans

Implementation Plans based on the actions identified in each precinct structure plan have been approved as part of the amendment. The Implementation Plans identify a significant role for Monash City Council (MCC) across the four precincts of Burwood, Clayton, Glen Waverley and Monash. The program comprises 60 actions where MCC is the lead or co-lead, with 24 actions required in the short term (2026-2031), a further 17 actions spanning the short to long term (2026-2041), and only 19 actions falling predominantly within the medium (2031-2036) or medium-to-long-term horizons (2031-2041).

The actions that MCC is identified as either the lead or co-lead agency include responsibilities spanning community infrastructure planning and delivery, open space provision, transport and parking initiatives, streetscape improvements, and property planning. The workload is distributed across numerous Council areas, particularly Strategic Planning, Transport Engineering, Community Strengthening, City Design, Capital Works, Active Monash and Community Services. There would also need to be coordination with Suburban Rail Loop Authority (SRLA), Department of Transport and Planning (DTP), Whitehorse City Council (WCC), Kingston City Council (KCC), where actions are co-led with these entities.

The concentration of actions within the short-term timeframe is expected to create significant resource implications for Council. Many of these early actions involve master planning, design and delivery mechanisms that are necessary to support future infrastructure and development outcomes. As a result, implementation of the Structure Plans will require coordinated effort across multiple parts of Council, careful prioritisation of resources and consideration through future operational and capital planning processes to ensure Council is adequately positioned to fulfil its lead responsibilities and support the successful delivery of the Structure Plans. The details and implications of this are still not fully understood or available and there is more information to be released by the SRLA in the future.

There are also a further 63 actions that are led by other entities, such as SRLA or DTP, where MCC is listed as a partner, which will also require input.

It is unclear on the status of the Implementation Plans, as they are not incorporated documents. Rather, they are supporting documents for the Structure Plans, which are Background documents to the gazetted Amendments.

Voluntary Public Benefit Uplift Framework (VPBUF)

The VPBUF has been introduced in the schedules to the PRZ, whereby a planning application may exceed the maximum floor area ratio identified in the schedule if a public benefit is provided as set out in the SRL East Voluntary Public Benefit Uplift Framework. The Uplift Framework applies to defined areas of land in the SRL East Structure Plan areas including select strategic sites and land identified in the Structure Plans for significant and high housing growth. The public benefit triggered by the VPBUF is for the provision of affordable housing. The Minister for Planning is the Responsible Authority for determining planning applications that propose the use of the VPBUF.

The Uplift Framework sets out a methodology for calculating the Floor Area Uplift (FAU) that may be allowed in exchange for the provision of an affordable housing public benefit.

The Precinct Zone schedules include Floor Area Ratio (FAR) for selected sites that indicate what floor area would be permitted on that site. For instance, a FAR of 3:1 on a site of 100 square

metres would allow a development of 300 square metres of floor area. To exceed that amount of floor space, and if the site is in a public benefit area in the schedule, a proponent could apply to the Minister for Planning to be considered under the VPBUF for additional floor area, if they are providing an affordable housing contribution.

The uplift, or additional floor area, is calculated using the FAR and the site value to determine what the value of the public benefit will be. The Minister for Planning will then determine what an appropriate contribution will be.

Minister as Responsible Authority

The Minister for Planning is now the Responsible Authority for applications where any of the following apply:

- Development if the estimated cost of the development for which a permit is required is at least \$50 million.
- Development of one or more buildings with a height of six storeys or greater above ground level.
- Use or development that provides a public benefit consistent with the VPBUF in the Precinct Zone Schedules 1, 2, 3, 4 and 7.
- Any master plan required by Precinct Zone.

Standing Advisory Committee (SAC) Reports and SRL Response

The SRL East Standing Advisory Committee (SAC) was appointed by the Minister for Planning to provide advice on specific referred matters related to the draft amendments for the six SRL East structure plan areas around the stations. The SRL East hearings ran from 27 August to 18 December 2025. Council's legal and expert team participated in the relevant hearings to advocate for changes and to minimise future risks. This provided the opportunity to pursue the issues of concerns raised in the submission and influence the final form of the SRL East structure plan and planning controls.

The issues raised by Council and others included:

- The overreliance on Council landholdings and facilities to meet community infrastructure needs.
- The expectation that Council will redevelop existing facilities
- Community infrastructure and open space:
 - No provision for an infrastructure or enhanced open space contributions
 - No clarity on whether the community and development infrastructure identified can be funded and delivered efficiently and fairly.
 - Financial liability and risk to Council for community infrastructure delivery.
 - Reliance upon councils to solely identify and deliver open spaces across the structure plan areas.
 - The further reduction in overall public open space per person when development will place increased demand on public open spaces.
- Absence of Affordable Housing provisions.
- The complexity and inconsistency of the planning controls.
- Overly generous heights and poor sunlight protection of public spaces

- The complexity, cost and administrative burden of the public benefit uplift framework.
- The introduction of general housing and general office floorspace in the Monash NEIC, particularly within the Monash Technology Precinct.
- The nomination of Council lead agency for investigating, designing and funding 87 community infrastructure projects contained in the 3 SRLA Structure Plans

The hearings also provided the ability to call out the significant shortcomings of the SRL East draft amendment package and highlight the ongoing financial risks to Council in an independent forum.

The SAC reports with recommendations were released to the public on 1 July 2026. A total of 9 volumes, the reports contain separate volumes on common issues, general issues and matters specific to each of the six precincts.

The SAC broadly supported the strategic vision for transit-oriented growth around future SRL East stations. However, the SAC consistently found that key components of the planning framework require further work before implementation, particularly in relation to infrastructure planning, open space provision, affordable housing, active transport and implementation arrangements.

Common Recommendations Across All Precincts

The SAC raised significant concerns regarding the process adopted to prepare and implement the SRL East precinct planning framework. The Committee concluded that key elements of the planning framework were not sufficiently developed to provide confidence that the intended community, infrastructure and public realm outcomes would be achieved. They also commented that there should be further work undertaken before adoption and implementation and they did not see that there was urgency to the planning changes coming into effect as the rail line and stations were not due to be operational for 10 years.

The SAC's principal recommendations applicable across all SRL East precincts included:

- Deferring implementation of the proposed Voluntary Public Benefit Uplift Framework (VPBUF) and associated Floor Area Ratio (FAR) controls pending further strategic and economic testing, with consideration of removing the provisions entirely if further work is not completed.

Implications:

Proceeding with the VPBUF and associated FAR controls without further work risks embedding a framework that the SAC found was not adequately justified, may not incentivise developer participation, and is unlikely to reliably deliver the public benefits it is intended to fund. For the City of Monash, this could result in substantial development occurring without delivering the affordable housing, public realm improvements, open space and pedestrian connections needed to support increased population growth.

- Undertaking detailed open space and community infrastructure planning prior to rezoning, including identification and reservation of land for future open space and community facility sites.

Implications:

If land is rezoned before key open space and community infrastructure sites are identified and secured, land values are likely to increase and opportunities to acquire suitable sites may be lost. In Monash, this could leave future residents, workers and visitors without adequate parks, sporting facilities, community hubs, health services and social infrastructure, undermining the liveability objectives of the structure plan.

- Establishing stronger delivery mechanisms for affordable housing, including affordable housing targets, reporting requirements and housing diversity provisions.

Implications:

Without affordable housing targets, reporting requirements and stronger implementation tools, the SAC concluded that the current framework will not deliver enough affordable housing. This risks creating precincts that accommodate population growth but fail to house key workers, students, lower-income households and essential service workers which is a lost opportunity to improve affordability for future residents.

- Strengthening sustainability, urban greening and climate resilience requirements, including a 30 per cent tree canopy target and enhanced landscaping controls.

Implications:

The SAC found that current controls are unlikely to achieve the sustainability outcomes envisioned for the SRL precincts. Without stronger requirements, including a 30% tree canopy target and enhanced landscaping provisions, the City of Monash could experience increased urban heat, poorer climate resilience, reduced biodiversity and diminished public realm quality as development intensifies.

- Reviewing and rationalising pedestrian and cycling networks, establishing clear delivery mechanisms and introducing measurable transport mode-shift targets.

Implications:

The SAC identified that the current pedestrian link network is confusing, lacks clear delivery mechanisms and may not be achievable as proposed. If these issues are not resolved, it risks the Structure Plans failing to deliver the walkable, connected neighbourhoods needed to support reduced car dependency and the active transport mode shift that underpins the SRL planning strategy.

- Improving governance, funding and implementation arrangements to provide greater certainty regarding infrastructure delivery responsibilities and timing.

Implications:

The SAC found that infrastructure funding responsibilities, delivery pathways and agency roles remain unclear, creating uncertainty about when and how critical projects will be delivered. This unresolved governance and funding arrangements could result in delays to infrastructure provision, fragmented implementation, and a mismatch between development growth and supporting infrastructure, ultimately compromising achievement of the structure plan vision and exposing Council to financial and potential reputational risk due to infrastructure that is identified in the Structure Plans and Implementation Plans not being able to be delivered.

Concerns Regarding the Timing and Sequencing of the Process

A recurring theme throughout the SAC reports was concern regarding the pace at which the planning framework was being advanced relative to the completion of supporting strategic work. While the Committee supported the long-term vision for the SRL East precincts, it questioned the need to proceed with extensive rezoning and new planning controls before key infrastructure, open space, community facility and implementation planning had been completed.

The SAC repeatedly noted that the future SRL East stations are not anticipated to commence operation until approximately 2035 and considered there was sufficient time to undertake the necessary strategic planning, infrastructure investigations and funding arrangements before major redevelopment pressures are expected to emerge.

The Committee expressed concern that the planning process had effectively reversed the traditional planning sequence by proposing to rezone land first and undertake detailed investigations later. The SAC considered this approach created risks that:

- opportunities to acquire strategically located land for public open space and community infrastructure could be lost following rezoning and increases in land values;
- future infrastructure provision would become more expensive and more difficult to deliver;
- built form controls would be established before critical decisions about open space, pedestrian networks and community infrastructure locations had been made;
- councils and communities would be asked to assess the planning framework without certainty regarding how many of the proposed outcomes would ultimately be delivered.

The SAC also noted that substantial components of the planning framework rely on future implementation plans, investigations, masterplans, funding strategies and governance arrangements that have not yet been prepared. In the Committee's view, this resulted in an unusual level of uncertainty for a rezoning process of this scale.

Accordingly, the SAC consistently recommended that critical strategic work be completed before major rezoning occurs, including detailed planning for public open space, community infrastructure, affordable housing delivery, pedestrian networks, funding arrangements and

governance structures. The Committee concluded that a more staged and evidence-based approach would provide greater certainty for councils, landowners and the community while better supporting the long-term delivery of the SRL East precinct vision.

This concern regarding timing and sequencing is one of the most significant themes emerging from the SAC reports and forms the basis of many of the Committee's recommendations for further work prior to implementation.

Specific feedback, comments and findings of the SAC

The 9 volumes that comprise the SAC reports and recommendations from the SRL East hearings provide an insight into the complexities of the committee process and highlight the concerns raised by the SAC which have not been adequately addressed with the approval of the planning scheme amendments. The sections below include key statements and issues raised by the SAC.

1. Process - referred matters / scope / timeframes / consequences

The SAC stated that - *"The Committee has only been asked for advice on specific Referred Matters. The Committee was not asked to (and has not) undertaken a general review of each draft structure plan, draft implementation plan and draft Amendment."*

The Terms of Reference for the SRL East SAC include:

10. The Authority prepared *Planning for SRL East Precincts: Guidelines for the Preparation of Structure Plans* dated November 2024 (Structure Plan Guidelines) to guide structure planning for land within the planning area declaration in accordance with established planning policies and the program objectives specified in the SRL Act. The Structure Plan Guidelines address:
 - a. the boundaries for the preparation of structure plans
 - b. the time frame for which structure plans are to be prepared
 - c. the population and employment objectives to be adopted for the purpose of informing aspects of the planning processes to be undertaken in the preparation of structure plans
 - d. the strategic policy context as applicable to the SRL East Precincts, and
 - e. the precinct Visions which are to inform the preparation of structure plans.

...
16. Unless otherwise specified by the Minister for Planning in the referral letter, the following matters do not fall within the scope of the Committee's assessment:
 - a. Matters relating to the strategic justification for the Program.
 - b. Matters documented within the Structure Plan Guidelines including the matters identified in clause 10 above.
 - c. Matters concerning the delivery or funding of community infrastructure to support the land use and development proposed by the structure plans.

The SAC made the following statements about the Referred Matters -

"The Committee has found some Referred Matters are fundamentally not appropriate and require further work that is necessary to inform fundamental aspects of the draft structure plans and draft Amendments. The ordinance cannot be finalised until those matters are addressed."

"Neither the original submissions nor the submissions summary report were referred to the Committee. The Committee has not considered original submissions except where the submitter requested the Committee to do so and provided the Committee with a copy of its original submission."

"The Committee raised a concern in relation to the volume of additional material being filed by the Proponent, particularly during the General Issues Hearing. The Committee sought to facilitate opportunities to allow participants (both parties and experts) a fair and reasonable opportunity to review and consider the material. However this proved to be a significant challenge and a limitation of the process. It was simply not possible within the time constraints imposed by the Terms of Reference to comprehensively consider all of the material in detail."

"The timeframes for the Committee process imposed by the Terms of Reference were very constrained given the large amount and significant complexity of material before the Committee. This presented significant challenges for the Committee and for the parties and was one of the most significant limitations of the process."

The Committee appreciates the manner in which parties responded to the time constraints, particularly the Councils who were required to respond to large volumes of material that they were not familiar with in a short period of time.

While the Committee acknowledges the Proponent's efforts to respond to the Committee's directions in a timely manner, in many cases it filed material late, sometimes without seeking leave. This included the Day 3 documents (see below). These delays impacted the Committee's ability to meet the reporting deadline set by the Terms of Reference (7 months from the date of the referral)"

"Given the transformational nature of these Amendments, and the fact that new and relatively untested controls and mechanisms are proposed, it is critically important to get things right from the outset. For the reasons set out in this report, the Committee has found the draft Amendments have not been fully considered, and not enough work has been done to demonstrate that the Amendments will deliver the visions and objectives in the structure plans, or acceptable outcomes.

The Proponent indicated that 'one has to start somewhere' with a precinct planning exercise of this scale, and there would be ample opportunity to adjust the controls once they are in place (if needed). This is not an acceptable approach and does not constitute orderly planning.

The Committee urges the Proponent to take the opportunity to address the findings and recommendations in this report before implementing the Amendments. The implications of not getting things right are significant and present a high risk that the visions and objectives of the structure plans will not be achieved.

There should be ample time to complete the further work recommended by the Committee and ensure the Amendments are appropriate and will deliver acceptable outcomes before any significant redevelopment and population growth is anticipated to occur.”

Comment

The terms of reference clearly limited the ability of the SAC to adequately assess all aspects of the proposed structure plans and planning scheme amendments, including matters of detail, timelines and the need for additional work prior to approval of any amendments.

The SAC also raised concerns over the public consultation undertaken by the SRLA, noting that they were not referred original submissions or a summary of submissions. They were therefore not able to consider original submissions unless requested to do so by a submitter who then had to provide a copy of their submission to the SAC. This demonstrates a lack of transparency and a deficiency in the process.

That the approach taken was that *“one has to start somewhere’ with a precinct planning exercise of this scale, and there would be ample opportunity to adjust the controls once they are in place (if needed)”* is a surprising and disappointing approach. There is no good reason that this approach should have been taken, and this was reaffirmed by the SAC who repeatedly stated that they did not understand the urgency of implementing these controls and fundamentally that this was *“not an acceptable approach and does not constitute orderly planning”*.

2. New and untested controls

The SAC acknowledged the complexity of the proposed controls, stating that *“A number of submitters recommended changes to the parent controls in the PRZ and BFO. The content of the parent controls is generally outside the Committee’s remit, although in limited instances the Committee has noted where it considers changes have some merit and would assist in delivering the precinct visions.”*

They also stated that -

“The Committee was not able to undertake a comprehensive review of the draft Amendments in response to a changing policy context given the time constraints. Some reforms have been considered in more detail than others.”

Comment

This raises the question of whether the process adequately assessed the proposed planning controls. It appears that the SAC was of the view that it was not an adequate process.

There is no doubt that the new controls that have been introduced are cumbersome and confusing. They add complexity to a planning framework that for a number of years has focused on simplicity and consistency. They are not easily deciphered or interpreted and would have benefited from a detailed review by the SAC along with relevant recommendations.

3. Further work and an alternative way forward

The SAC made a number of comments on the need for further work to be undertaken before the draft amendments were progressed. The SAC stated -

“To ensure the precinct visions can be achieved, further work is required in relation to open space planning, community infrastructure planning and pedestrian links before the draft Amendments are implemented. The absence of funding and effective delivery mechanisms is a critical shortcoming that should be resolved preferably before the Amendments are implemented (but if not, within 12 months after implementation).”

Further work is also required on other aspects of the draft Amendments, including in relation to:

- *the application of the Environmental Audit Overlay*
- *targets for housing diversity and affordable housing*
- *solutions to increase climate resilience and reduce greenhouse gas emissions*
- *the deemed to comply provisions*
- *Strategic Sites and master planned sites.”*

Regarding the timing of this further work, the SAC advised that -

“It is critical that the further work in relation to open space planning and community infrastructure planning is completed before the draft Amendments are implemented, for two key reasons:

- *Firstly, sites of 0.5 hectares or more needed for open space and community infrastructure must be identified and set aside before the land is rezoned, to manage the risks and issues outlined above.*
- *Secondly, the location of open space and community infrastructure will have implications for other aspects of the precinct planning, including the location of pedestrian links and the built form controls around proposed open space.”*

Regarding an alternative way forward, the SAC stated that -

“Throughout the Committee process the Proponent pointed to the urgent need to implement the controls and took the approach that any further work that may be required (including the detailed planning for open space and community infrastructure) can be dealt with after the draft Amendments are approved. The urgency is said to exist even though the stations, expected to be the main catalyst for development and population growth, are not anticipated to open until 2035.

The Committee is highly sceptical about the urgency and is firmly of the view that the better approach is to do the further work up front before the draft Amendments are implemented.

If, however, there is an imperative to make changes to the Planning Schemes immediately, the Committee suggests the following parts of the draft Amendments could be implemented before the critical further work is completed, without significant risk to achieving the visions and objectives of the structure plans:

- *the new local policies*
- *the bespoke Precinct Zone schedules for the master planned sites, where these are found to be appropriate in the precinct reports*
- *the Precinct Zone and Built Form Overlay schedules for the Station Development Areas, which are largely owned or controlled by the Proponent and may not be the most likely locations for land hungry open space or community infrastructure (given the expectations for intensification of built form and development for these areas)*
- *the Parking Overlays.*

All other aspects of the draft Amendments must be deferred until after the critical further work has been completed.”

“It must be understood that adopting the Committee’s recommended changes to the draft Amendments will not result in draft Amendments that the Committee considers suitable to implement. The fundamental concerns outlined in the Common Issues Report (Volume 2) must be addressed first.

Once the further work recommended by the Committee is complete, the built form parameters may need to be reviewed to ensure that development expectations across the precincts realistically reflect the updated policy settings, objectives and targets recommended by the Committee.”

Comment

The SAC was of the clear opinion that the amendments should not have been approved in their draft form and that additional work was required to progress the amendments.

They suggested an alternative way forward with some of the key policy and planning controls proceeding before the further work was completed. Disappointingly, the recommendations and options proposed by the SAC were not implemented by the Minister for Planning.

4. Specific findings and recommendations

Public Open Space

The SAC stated that deferring the detailed planning for open space until after land had been rezoned was not orderly planning and creates significant risk that the precinct visions will not be achieved. They recommended further assessment of open space needs, recommending that -

“There is no basis on which to recommend bespoke open space contribution rates in the BFO schedules, although the further open space needs assessment recommended by the Committee may provide justification.

It is not appropriate to require open space contributions to be paid on other forms of development (other than subdivision) in the absence of justification.

The VPBUF is unlikely to produce significant quantities of open space where it is needed and in locations suitably distributed to achieve appropriate walkable access.

The implementation plans should include a short term action requiring identification of delivery mechanisms for open space, following the further assessment of open space needs.

The Committee concludes the planning for open space in the structure plan areas is not appropriate and does not have proper regard to the needs of future residents, visitors and employees.”

Draft Implementation Plans

The SAC found that -

“The implementation plans should be updated to:

- clarify the responsibilities of ‘lead’ and ‘partner’ agencies*
- include an ‘immediate’ timeframe (within 12 months)*
- include any additional projects identified through the further assessments of open space needs, community infrastructure needs and pedestrian links recommended by the Committee in this report*
- review the timing, implementation pathways and lead and partner agencies for all other actions and key projects in light of the further assessments.*

Any further work recommended by the Committee that is not completed before the draft Amendments are finalised and approved should be documented in:

- the implementation plans, identifying the SRLA as the lead agency and with a timing of ‘immediate’*
- Clause 74.02 (Further strategic work), identifying the SRLA as the planning authority responsible for the further work.”*

In addition, the SAC recommended that -

“The Proponent must ensure appropriate support and commitment from key stakeholders involved in the delivery of actions and key projects identified in the implementation plans.

Based on the above findings, the Committee concludes the approach to implementing the actions and projects contained in the draft implementation plans and the timing and pathways for their implementation are not appropriate.”

Contaminated Land

The SAC considered whether the approach to the application of the EAO to potentially contaminated land was appropriate and concluded that it was not appropriate. They stated that -

“The Proponent must complete a Preliminary Risk Screen Assessment (PRSA) for all potentially contaminated land identified in the Contamination Technical Report before the draft Amendments are implemented. The outcomes of the PRSA should inform whether the spatial application of the EAO needs to be reconsidered (specifically, whether it should be applied to additional sites). In addition, the PRZ and BFO schedules should be amended to include a decision guideline relating to contamination. Audit conditions on specific sites should not be translated into the draft Amendments. Databases such as Victoria Unearthed should be updated to reflect the Contamination Technical Report to increase transparency about identified potentially contaminated land. “

It appears that this work has not been undertaken by SLRA.

Diversity of Housing Types

The SAC concluded that without dwelling size targets, the draft structure plans and amendment will not adequately facilitate in the delivery of diverse housing types. They found that -

The draft Amendments go some way to facilitating the delivery of diverse housing types, but they need to do more. The new local policies should include precinct-wide targets for dwelling size mix. The PRZ schedules should include an application requirement for a Housing Diversity Report for residential development over a certain size.

As part of the five-yearly review discussed in the Common Issues report (Volume 2 Chapter 3.3), the Proponent should monitor progress toward the targets and review and adjust them if required. “

Floor space capacity

The SAC concluded that the floor space capacity that would be facilitated by the draft structure plans and built form controls that is well in excess of what is required to accommodate the

projected population and employment growth. This brings into question the appropriateness of the proposed controls.

Social and affordable housing

The SAC found that -

“Increasing housing capacity in the precincts will not make a significant contribution to facilitating the delivery of social and affordable housing because:

- increased capacity will not, of itself, translate into increased supply*
- even if there was increased supply, there is insufficient evidence to demonstrate that this will put downward pressure on house prices to result in a meaningful supply of affordable housing”*

They recommended that social and affordable housing targets be developed for each Structure Plan Area and embedded in the PRZ schedules. They stated that -

“The targets should be informed by the Housing Needs Assessments and any existing policy relating to affordable housing in the relevant Planning Schemes.

The targets for the SDAs should be higher than for elsewhere in the precincts.

The targets should be supported by an application requirement and (if required) a decision guideline in the PRZ schedules requiring the responsible authority to consider how the application responds to the target.”

Transport – Mode shift

The issue being considered here was whether the draft structure plans and amendments facilitated a suitable and achievable transport mode shift. The SAC found that -

“Setting specific mode shift targets is appropriate. The targets should be reflected in the Planning schemes. Early delivery of active transport infrastructure is essential to allow active travel behaviour to become established. Reprioritisation of active transport projects in the draft implementation plans may be required.

This should be considered as part of the review of the implementation plans recommended in the Common Issues report (Recommendation CI R19).

As part of that review, Objective 18 in the draft implementation plans should be amended to include a monitoring and review program to measure the uptake of sustainable transport mode shift against the targets.

To ensure mode shift is achieved the draft Amendments need to include:

- *the travel mode shift targets for each precinct*
- *a comprehensive monitoring and review strategy to ascertain if the targets are being reached and sustainable transport mode shift is being realised.”*

None of these recommendations have been included in the approved amendments.

Drafting of schedules – waste management

The SAC found that

“The Waste Management Plan requirement in the Sustainability Management Plans needs to be bolstered to achieve sustainability objectives (see Recommendation GI R12). The only other key issue in relation to waste management was the appropriate threshold for providing a (separate) Waste Management Plan. This should remain as proposed (developments greater than 5,000 square metres gross floor area). Waste considerations for smaller developments will be captured through the Sustainability Management Plan.”

They concluded that the PRZ and BFO schedules do not appropriately manage waste and yet these have not been amended by SRLA in the gazetted amendments following the SAC recommendation.

Clayton Precinct – specific comments

The Floor Area Ratios (FARs) applied in the draft Amendment were considered by the SAC as not being appropriate and should not be applied.

They also provide general commentary on the application of building setbacks stating that the proposed setbacks in Audsley Street and around Mepple Drive playground were not appropriate.

Pedestrian links in the Clayton structure Plan Area were considered and the SAC concluded that *“the planning for active transport in relation to pedestrian access and links is not appropriate.”*

Open space in Clayton was a particular focus with the SAC recommending that -

“CLA R08: Include the following in the scope of any further review of public open space in the Clayton precinct recommended in the General Issues Report (Volume 3) (recommendation CI R06):

- a) the relatively low level of existing open space in the Clayton Structure Plan Area.*
- b) open space needs for a Precinct expected to have the second highest growth rate of all Suburban Rail Loop East precincts*
- c) the needs of the workers at, and visitors to, the Monash Medical Centre.*
- d) whether visitors to the Clayton Community Centre and the Aquatic Centre create any additional need for open space that should be accounted for.”*

Community Infrastructure was also a focus with the SAC finding that planning for community infrastructure for Clayton did not cater sufficiently for the needs of future residents, visitors and employees. They recommended that further work needed to be undertaken considering the following Clayton-specific matters:

- *“the evidence presented by Kingston and Monash demonstrates that existing community infrastructure is generally at capacity and significant further provision will be required to meet the growing needs of the Clayton Precinct population*
- *Clayton is expected to have the second highest percentage growth of the SRL East precincts*
- *worker (including shift worker) needs must be assessed and catered for, particularly at the Monash Medical Centre*
- *there is no major visitor attractor in Clayton that would require the needs of visitors to be assessed or provided for (other than usually occurs for some facilities, for example, major aquatic centres)*
- *regarding community hubs and in particular library services, it is not appropriate for the needs of the Monash precinct to be met in Clayton.”*

None of these Clayton specific recommendations by the SAC have been addressed appropriately by the SRLA in the gazetted amendment.

Glen Waverley Precinct – specific comments

The SAC concluded that planning for open space required further work. Specifically they stated that -

- *“In the Glen Waverley Structure Plan Area has not appropriately considered the need of workers.*
- *It is inappropriate to rely on shared user agreements to ensure an adequate provision of open space*
- *Investment in the creation or upgrades of larger centralised parks should not be prioritised over new smaller areas of open space.*
- *Shadowing controls should be modified to ensure the quality of identified open space areas and footpaths are protected.”*

These recommendations noted by the SAC for Glen Waverley have largely not been addressed appropriately by the SRLA in the gazetted amendment, except for improvements to overshadowing controls for open space.

SRLA response to SAC report and recommendations

The SRLA provided a single eight-page document in response to the findings and recommendations of the 9 volumes that comprise the SAC reports. This document is their response to all of the planning scheme amendments, and is included as **Attachment 2** to this report.

The SRLA responses are very general, and in many cases do not address the issues raised by the SAC. There are some precinct specific comments where changes have been made to the exhibited draft amendments, such as building heights or overshadowing, but even these comments do not indicate how those changes have addressed the issues or recommendations raised by the SAC.

The generic nature of the SRLA response highlights that the issues raised by the SAC have not been addressed. For example, on the subject of open space the SAC recommends -

“The implementation plans should include a short term action requiring identification of delivery mechanisms for open space, following the further assessment of open space needs. The Committee concludes the planning for open space in the structure plan areas is not appropriate and does not have proper regard to the needs of future residents, visitors and employees.”

The SRLA response to that is -

“SRLA is confirmed as the lead agency, as identified in the Implementation Plans, to determine the form, scale and location of new and enhanced public open spaces, in partnership with councils, in precincts where new open space has been identified as being required.

The Victorian Government is leading work on Plan for Victoria Action 13 which is developing a state-led approach to provision of open space.”

With regard to social and affordable housing, the SAC recommends -

“The targets (for affordable housing) should be supported by an application requirement and (if required) a decision guideline in the PRZ schedules requiring the responsible authority to consider how the application responds to the target.”

The SRLA’s response to social and affordable housing was -

“It is premature to set specific affordable housing targets for the precincts given the legislative and regulatory reforms being developed in relation to affordable housing contributions arising from the Planning and Environment (Better Decisions Made Faster) Action 2026.”

They did not respond to the recommendations to include targets in the planning controls, missing the opportunity to achieve affordable housing outcomes.

The key recommendations relating to the need for further work to be undertaken, the deferral of approval of the draft amendments, and the alternative ways forward as recommended by the SAC are not addressed in the SRLA response. It remains to be seen how, and if, the various recommendations of the SAC are addressed. With the gazettal of the plans, the opportunity to respond to these recommendations and have them further considered by the SAC prior to gazettal as recommended is no longer an option.

PART B: IMPLICATION OF THE SRL EAST PLANNING CONTROLS

Complexity of the Planning Framework

The SRL East Planning Scheme Amendments introduce a range of new planning controls, including the Precinct Zone, Built Form Overlay and Parking Overlay, supported by structure plans, implementation plans and changes to state and local planning policy. These controls significantly increase the complexity of planning assessments in the SRL East precinct areas and will change the type and form of development that can be considered to meet the objectives of the Monash Planning Scheme.

As a part of the SRL East Planning Scheme Amendments the following new controls were introduced alongside changes to state and local policy provisions and requirements elsewhere within the Monash Planning Scheme:

- The Precinct Zone and seven (7) schedules, each containing up to five (5) areas with separate and differing applied zones.
- The Built Form Over (BFO) and fifteen (15) schedules, each with differing standards for the built form outcomes preferred for each area.
- The Parking Overlay and seven (7) schedules, each specifying a parking rate differing from the standard rates within the planning scheme.

The Monash Planning Scheme now contains 18 schedules to the BFO following the introduction of Chadstone (Dandenong Road) Activity Centre, Hughesdale Train and Tram Zone Activity Centre, and the Oakleigh Train and Tram Zone Activity Centre schedules in March 2026 as a part of the State Government Activity Centre Program.

Precinct Zone and Applied Zone Framework

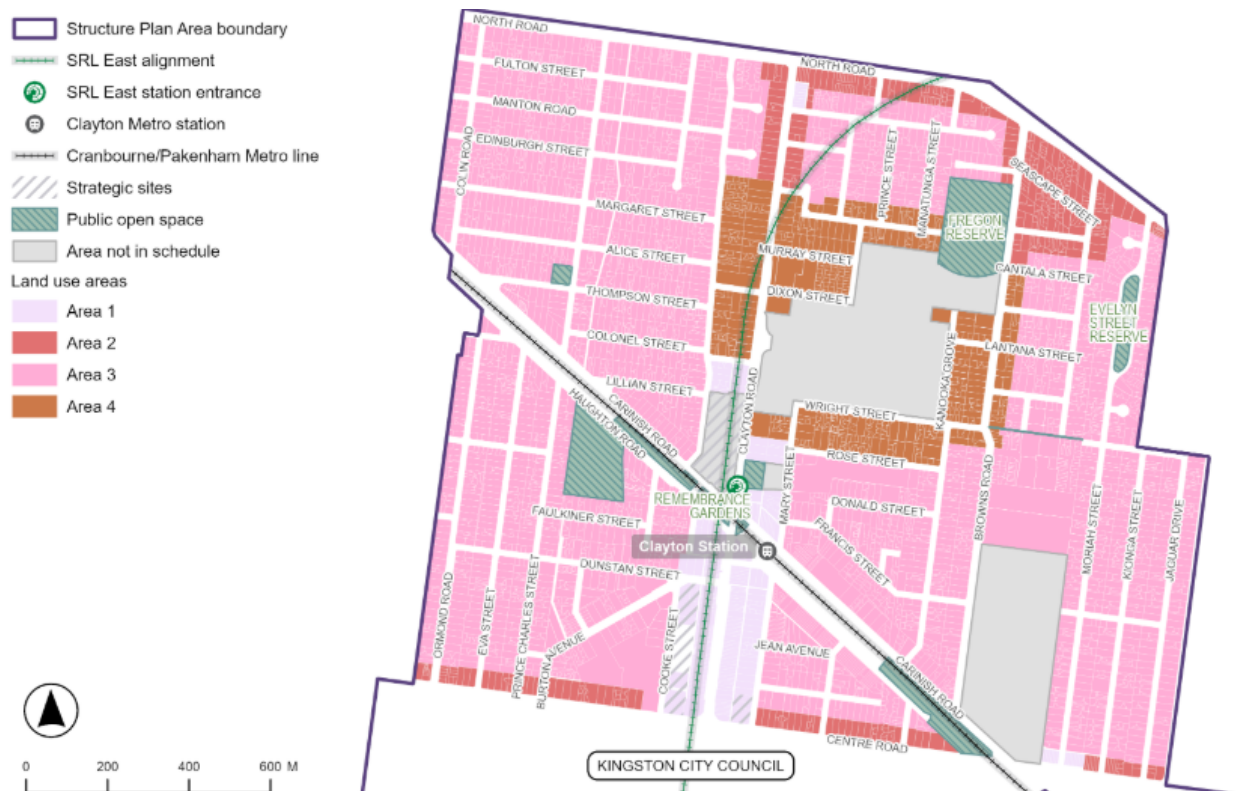
The purpose of the Precinct Zone is to:

- Facilitate substantial change, public benefits and a new urban form that reflects the role of the precinct.
- To facilitate land uses, subdivision patterns, building and works in accordance with a use and development framework plan.
- To support sustainable urban outcomes that maximise the use of public and active transport and reduce car dependence.

It is a transformative zone that has been applied to privately owned land within the precincts but not land in public use zones.

Unlike traditional planning controls, where land use permissions can easily be determined from the mapped zone, the Precinct Zone introduces applied zones into the Monash Planning Scheme. An applied zone operates by referencing the provisions of another zone (for example Commercial 1, Residential Growth, Mixed Use) for the purpose of determining land use permissions, creating an additional layer of assessment beyond the zone identified on the planning scheme map. This requires officers, applicants and landowners to refer to additional provisions and mapping to determine the relevant land use controls applying to a site. This can be complex and unclear at times, particularly for those that are not familiar with the planning scheme. Further, where it was easy and straightforward to generally identify applicable planning controls, there are now variations and inconstancy within and throughout the precincts.

Below is an extract of the “use and development framework plan” from the Clayton SRL East Structure Plan area (Schedule 1 to Precinct Zone), the Clayton Station Development Area is included in a separate Schedule (Schedule 2) and includes different applied zone requirements to the broader Clayton SRL East Structure Plan Area.



As the applied zone mapping is embedded within the Precinct Zone schedules as static images (example above) rather than as a searchable planning scheme map layer, it is difficult for planning officers and residents to accurately determine the applied zone for individual sites. It is recommended that Council raise this concern with the State Government and Suburban Rail Loop Authority and request that this mapping is provided as a searchable spatial layer within state mapping systems and made available to Council to support accurate interpretation and administration of the planning controls.

Built Form Overlay

The Built Form Overlay (BFO) provides a framework for assessing the design, scale and built form of development through a series of outcomes, standards and decision guidelines.

The overlay can operate in conjunction with, or override, other planning scheme provisions where specified in a schedule. In cases of inconsistency, the BFO outcomes and standards prevail.

The BFO includes:

- Outcomes (the planning objectives or development outcomes to be achieved).
- Standards (measurable requirements or conditions that relate to an outcome).
- Decision Guidelines (matters that must be considered when assessing whether an outcome has been achieved).

Standards can be:

- Mandatory ("must"), which are required to be met.
- Discretionary ("should"), which may be varied if the outcome can still be achieved.
- Deemed to Comply Standards ("automatically complies if"), which is deemed to achieved the corresponding outcome if met.

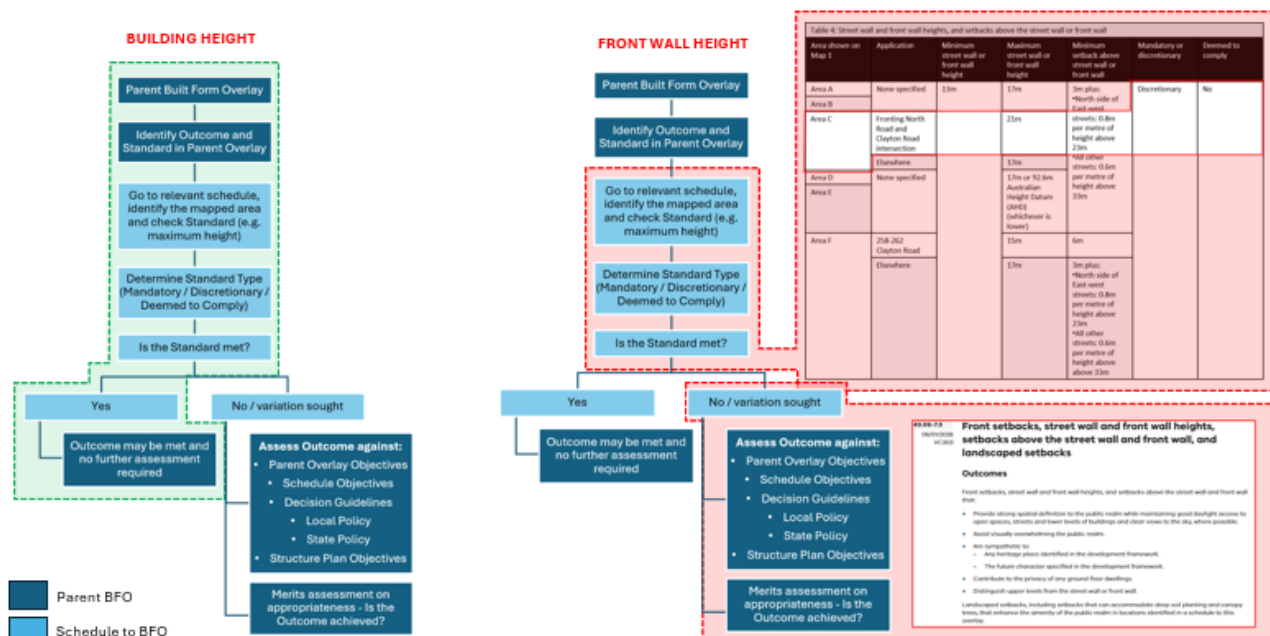
Where a deemed to comply standard is met, the outcome is taken to be achieved and no further assessment against the associated decision guidelines can be undertaken (similar to the Townhouse and Low-Rise Code). Where a deemed to comply standard is not met, an assessment must be undertaken to determine whether the proposal achieves the relevant outcome. However, the scope of what can be considered is limited.

Schedules to the BFO can modify the operation of the overlay by removing, varying or replacing outcomes and standards, introducing additional requirements, converting discretionary standards to mandatory standards, and specifying precinct specific built form controls.

As a result, assessment of development proposals requires consideration of the BFO, the applicable schedule and any other relevant planning controls applying to the land. This creates additional complexity in the assessment process and in which both quantitative standards and broader outcome-based considerations may apply.

While applications that comply with a standard are generally considered as having met the corresponding outcome, applications that do not meet a standard require a more detailed merits assessment. In these cases, planners must move between the parent overlay, the relevant schedule, decision guidelines and broader state and local policy to determine whether the outcome has been achieved, creating a complicated and more convoluted assessment process.

The diagram below illustrates (at a high level) the assessment process under the BFO. It is important to note that the assessment below only includes a summary of the building height and front wall height controls, however this assessment and the back-and-forth cross checking of standards and outcomes must be undertaken for each standard in the BFO and applicable BFO schedule. The BFO contains fifteen (15) standards all with differing requirements depending on the schedule and the location where a development is proposed.



The need to assess multiple outcomes, standards, schedules and policy considerations will add considerable time and complexity to the assessment of planning applications, particularly where variations to standards are proposed. As the BFO is a relatively new control, it is expected that there will be an extended period of interpretation and refinement as planning officers and

applicants understand its operation. Understanding the implications of these controls is likely to be even more challenging for residents and the broader community, who will ultimately experience the development outcomes facilitated by the overlay.

Parking Overlay

The Parking Overlay (PO) is the planning control that sets parking requirements within the precinct areas for particular land uses and where it specifies a parking rate, it does so by modifying the standard parking rate that would otherwise apply under Clause 52.06 (Car Parking). Each schedule is either listed as Area A (central area in each precinct near the SRL station where maximum car parking rates are proposed) or Area B (balance of the precincts where minimum and maximum parking rates are proposed for dwellings).

The schedule may vary standard parking rates, set maximum or minimum parking requirements, or introduce additional parking and access considerations. The PO is intended to provide precinct specific parking provision, recognising that land will be located close to public transport, employment, services and activity centres, and therefore may not require parking to be provided at the same rate as other parts of the municipality. The overlay schedules and Clause 52.06 (Car Parking) and the associated Car Parking Requirement Maps must be read together. The Car Parking Requirement Maps identify what category a site is in, and the overlay applying to that site nominates if a varied requirement is applicable for the proposed use on that site. Where the PO is silent on the number of spaces to be provided, the consideration of parking provision defaults to Clause 52.06 (Car Parking).

For example, if a site is identified as Category 2 on the Car Parking Requirement Maps, and is covered by the Parking Overlay (Schedule 3 – Monash Structure Plan – Area A), the following rates apply under the Parking Overlay:

Land use	Measure	Category 2 Parking Overlay (PO3)	Category 2 Clause 52.06 (Car Parking)
Dwelling	To each dwelling	0 – minimum 0.9 - maximum	1 – minimum No maximum
Food and Drink premises - other than specified in Table 1 in clause 52.06-5	To each 100sqm of net floor area	0 – minimum 3 - maximum	2 – minimum No maximum
Office - other than specified in Table 1 in clause 52.06-5	To each 100sqm of net floor area	0 – minimum 3 - maximum	0.45 – minimum No maximum
Residential building that only accommodates students	To each bed	0 – minimum 0.3 - maximum	To Council's satisfaction: - in preferred locations minimum 0.3 to each bed - in non-preferred locations minimum 0.4 to each bed
Shop – other than specified in this schedule	To each 100sqm of leasable floor area	0 – minimum 3 - maximum	2 – minimum No maximum

Supermarket	To each 100sqm of leasable floor area	0 – minimum 3.5 - maximum	2.5 – minimum No maximum
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Attachment 4 contains a copy of the SRLA announcement and the proposed value capture measures to fund the SRL.

It is important to note that in a number of schedules, the minimum rate of parking to be provided for land uses such as dwellings, food and drink premises, offices, student accommodation and shop is 0 spaces, meaning that in some areas, development may be constructed without any onsite parking provision.

Of note, the PO, BFO, PZ, and applied zone mapping all cover different geographic areas, resulting an excessive number of zone and overlay combinations. Each with different requirements, assessment pathways and development outcomes. Determining the applicable controls therefore requires a detailed, site by site assessment.

Changes to the built form, increased intensity and underdevelopment discouraged

Residential Neighbourhoods and Employment Neighbourhoods

The “Residential Neighbourhoods” and the “Employment Neighbourhoods” are generally on the periphery of the precinct and are areas where there may be a transition over time.

These areas have “deemed to comply” built form measures, indicating the acceptable built form outcome in these areas. The height is relative to site frontage and where a site has a frontage of less than 24 metres, the height of a building is deemed to comply if it is less than 11 metres (or three storeys) in height. This allows for a range of dwelling types, including multi dwelling developments, townhouses, and in some instances single dwellings to be considered as well as larger built forms.

In these areas, where the application seeks to vary a built form standard, consideration should be given to the surrounding pattern of development and its impact on the amenity and development potential of a neighbouring lot, having specific regard to the structure plan for the precinct.

Central Core, Central Flanks, Main Streets, Key Movement Corridors & Urban Neighbourhoods

The “Central Core”, “Central Flanks”, “Main Streets”, and “Key Movement Corridors & Urban Neighbourhoods” are all strategically important sites within the precincts which may be due to proximity to the station or importance within the precinct.

In these areas, all built form measures are discretionary standards (not deemed to comply). This means that in some instances, an application which proposes built form less than the applicable height standard, it may be considered an underdevelopment, and an application could be refused on this basis.

Further, in these areas, under the associated Precinct Zone schedule, the Public Benefit Uplift Framework (PBUF) also applies. The PBUF nominates a Floor Area Ratio (FAR), which is the site’s potential for development, and provides incentive for development above this.

In these areas, an application may be considered underdevelopment if it significantly varies a standard or if it is under the applicable FAR for that site.

Case study (standard residential block in a residential area, 400m+ away from Glen Waverley Station)

This site is representative of a residential property that would traditionally have been redeveloped as either a replacement single dwelling or a low-density multi-dwelling development. The surrounding neighbourhood is characterised by detached dwellings and a built form generally not exceeding three storeys in height.

Past Planning Controls

- Clause 32.08 – General Residential Zone (Schedule 2)
- Clause 52.06 – Car Parking
- Clause 52.37 – Canopy Trees

SRL East Planning Controls

- Clause 37.10 – Precinct Zone (Schedule 5) (applied zone Residential Growth Zone)
- Clause 43.06 – Built Form Overlay (Schedule 18)
- Clause 45.09 – Parking Overlay (Schedule 6)

Measures:

	Past Planning Controls	SRL East Planning Controls
Building height	11m / 3 storeys (mandatory)	27m (discretionary)
Front setback	6m (discretionary)	3m (discretionary)
Side setback	Varies between 1m and 9m depending on wall height orientation (discretionary)	4.5m (if a habitable room is proposed along the boundary), 3m (if facing a living room window on an adjoining apartment if the adjoining apartment is within 4.5m of the boundary, 0m for other side boundaries (discretionary)
Rear setback	Same as side setbacks above (discretionary)	6m plus 0.7m per metre of height above 11m (discretionary)
Front fence height	1.2m (discretionary)	1.5m – local street 2m – Transport Zone 50% visually permeable (discretionary)
Tree removal	Clause 52.37 (canopy tree) permit trigger	No tree protection controls
Minimum Garden Area	Yes – applies 30%	Does not apply
Car parking	Minimum 1 space per dwelling (discretionary)	Minimum 0.5 spaces per dwelling and 1.6 spaces maximum per dwelling (discretionary)
Single dwelling permit required	On lots greater than 300sqm, no permit required	Permit required for a single dwelling regardless of lot size

A proposal for a single dwelling would be considered a clear underdevelopment of this site and is inconsistent with the planning controls and policy framework which applies to the Glen Waverley SRL East Structure Plan Area. The Precinct Zone seeks to “*promote use and development of land at*

a scale and intensity that accommodates substantial growth” and recognises that “high and medium housing growth will be facilitated across the structure plan area”.

Similarly, the Built Form Overlay aims to *“facilitate higher density development”* and supports *“high housing growth in the form of mid-rise development”*. For the purposes of these controls, medium growth is outlined as being 4 to 6 storeys and high growth is 7 to 11 storeys.

The Municipal Planning Strategy and Planning Policy Framework expressly seek to *“avoid underdevelopment of SRL Precincts”* and encourage *“lot consolidation”* and *“significant housing growth”* within the Glen Waverley East Structure Plan Area. Decision guidelines of these controls’ direct attention to development objectives which ultimately aim to *“support high housing growth in the form of mid-rise development”*.

It is clear from these strategies and objectives, and the built form standards, that the development of the land for a single dwelling on a lot would be contrary to what is envisioned for the Glen Waverley East Structure Plan Area, and it would be challenging for Council to justify supporting low-scale development which is contrary to these controls.

Public notification and appeal rights

The SRL East planning controls remove third-party notice and review rights for permit applications within the Precinct Zone. Unless otherwise specified in a Precinct Zone schedule, applications are exempt from the notice requirements of section 52 of the *Planning and Environment Act 1987* (the Act), the decision requirements of section 64 and the review rights available under section 82 of the Act. This means adjoining landowners and occupiers will not receive notice of applications, be able to lodge objections or seek a review of permit decisions.

While recent planning reforms such as the Townhouse and Low-Rise Code removed notification requirements for certain forms of residential development, the SRL East planning controls apply this approach more broadly across the precinct areas.

The removal of notice and review rights is an intentional feature of the approved SRL East precinct controls. Council has been advised by the SRLA that these provisions will not be revisited, and that the removal of notice and appeal rights are appropriate given the strategic planning and community consultation undertaken through the planning scheme amendment process prior to the approval of the controls.

Although the strategic planning process included consultation on the Structure Plans and planning controls, the implications of the approved built form outcomes may not become evident to some residents until redevelopment occurs in their local area. In many locations, the approved controls facilitate development outcomes that differ from the existing neighbourhood context. As a result, development may proceed without neighbouring properties being aware of a proposal until after a permit has been issued or construction has commenced.

Minister is the Responsible Authority for certain applications

The SRL East planning controls establish specific circumstances where the Minister for Planning, rather than Council, is the responsible authority under the *Planning and Environment Act 1987* (the Act). For land within the SRL East Structure Plan Areas, the Minister is the responsible authority for permit applications where any of the following apply:

- Development with an estimated cost of \$50 million or more.
- Development of one or more buildings that are six storeys or greater above ground level.
- Use or development that provides a public benefit consistent with the provisions of Clause 37.10 Schedules 1, 2, 3, 4 and 7.
- Any Master Plan required under Clause 37.10 Schedule 2 (Clayton Station Development Area).
- Any Master Plan required under Clause 37.10 Schedule 4, including the Monash Concept Plan.
- Any other permit trigger in the planning scheme where that matter forms part of an application that also includes development meeting any of the above criteria.

The Minister is also the responsible authority for matters under the Act for a permit in relation to the provision of an affordable housing contribution provided as a public benefit consistent with Clause 37.10 Precinct Zone Schedules 1, 2, 3, 4 and 7.

Where the Minister is identified as the responsible authority, Council has no ability to determine the application, approve or refuse a permit, or impose permit conditions.

The introduction of these provisions substantially changes Council's role in the assessment of significant development proposals within the SRL East precincts, this was not communicated during the SAC or consultation process and Council was not given an opportunity to comment on this shift in responsibility. It had been made clear that whilst SRLA was a planning authority for precinct planning, they were not proposing to be planning authority for planning applications. What was not expected was that the Minister would assume this role for the types of developments outlined. While Council remains the responsible authority for applications that do not meet the specified thresholds, larger developments and strategically significant proposals will now be determined by the Minister.

Furthermore, as applications under the Precinct Zone are exempt from standard notice, decision and review rights under the *Planning and Environment Act 1987*, where the Minister is the responsible authority, Council is not required to be formally notified of an application.

Based on current internal processes administered by State Government for applications where the Minister is the responsible authority, it is likely that Council will be informally notified of an application, but any comments will be for information and will not hold any statutory weight.

Despite Council being removed from the statutory process, it is understood that State Government still relies on Council for technical input and advice, as these professionals do not form part of the assessment team within State Government. When Council provides feedback on applications, this typically includes:

- Reviewing large, complex and strategically significant development proposals, often at a level comparable to a major planning application lodged directly with Council.
- Coordinating advice from multiple departments including traffic, drainage, horticulture, urban design, open space, environmental sustainability, waste management and city design.
- Reviewing technical reports provided by the applicant, including traffic, transport, environmental, landscape, heritage, servicing and urban design assessments.
- Consolidating all feedback into a formal Council position outlining whether Council supports, conditionally supports or objects to the proposal, supported by planning and technical justification.
- Preparing recommended permit conditions, which often form the basis of the conditions ultimately included in a permit issued by the Minister.

- Participating in meetings and ongoing discussions with applicants, consultants and State Government officers throughout the assessment process.

Council is typically provided with only two weeks to respond and given the extent of the review required and the need to obtain input from multiple internal departments, requests for additional time are routinely required to enable a coordinated and comprehensive response.

While Council feedback and the advice of Council's internal departments are heavily relied on, the planning application fee is paid directly to and retained by the State Government. Council therefore absorbs the cost of undertaking this work despite not being the responsible authority. It would not be unreasonable for Council to receive a fee or part fee for its role in these processes.

Implications for Council

The introduction of the SRL East planning framework and associated planning controls represents a significant change from how the Victorian planning system has operated in the past. While the framework seeks to facilitate increased housing and development outcomes, it has introduced a level of complexity that makes it more difficult for landowners, residents, applicants and planning practitioners to determine what development outcomes should be supported on a particular site.

There are multiple layers of controls, often requiring back-and-forth analysis to determine if a control has/has not been met, which adds significant time to each assessment. The mapping and assessment pathways do not relate to the underlying planning scheme structure and therefore, understanding the requirements for each site is unclear from simply understanding the zone or overlay that applies to the land, further reducing transparency and certainty for the community.

Officers have also identified several inconsistencies, drafting anomalies and implementation issues within the ordinance that appear to reflect the accelerated introduction of the controls into the planning scheme. These issues have the potential to create uncertainty in the interpretation and application of the provisions and may result in inconsistent outcomes until further clarification or refinement is provided by the State Government. Officers have passed this feedback on the SRLA and the State Government and have been advised that a fix up amendment will occur shortly, however, until this occurs, the inconsistencies remain.

PART C: STATE GOVERNMENT PLANNING UPDATE

Planning Amendment (Better Decisions Made Faster) Act 2026 - commencement of reforms

The Planning Amendment (Better Decisions Made Faster) Act 2026 (the Amending Act) introduces a broad package of reforms to the Planning and Environment Act 1987 (the Act) and will ultimately transform the planning framework that has been in place since 1987. The reforms are being implemented through a series of staged proclamations, with the first set of changes commencing on 3 June 2026 and further compliance and enforcement reforms commencing on 3 August 2026. Many of the initial changes are administrative in nature

The changes introduced to the Act on 3 June 2026 included (as relevant to Monash):

- The Infrastructure Contributions Plan (ICP) framework has been expanded and made more flexible, including allowing monetary contributions for land acquisition and infrastructure outside an ICP area where it supports growth generated by that area.

- Councils must be given at least 30 days' notice before most State or local planning scheme amendments (VC amendments) are approved (the Minister can still exempt certain amendments, such as administrative or urgent changes).

This first set of changes introduced into the Act on 3 June 2026 are administrative in nature and will not have any immediate impact on internal operations or how planning applications are processed. It is noted, however, that the amendments made to the ICP framework will have a direct impact on Monash once Infrastructure Contribution Plans are introduced to all Train and Tram Activity Centres and the SRL East precinct areas.

While the Minister can still exempt certain amendments, such as administrative or urgent changes, the requirement for Councils to be given at least 30 days' notice of planning scheme amendments is likely to provide Council with additional time to review changes before they take effect, update internal procedures, train staff, prepare communication materials, and assess implications for active planning applications. This is a welcome change, as over the past 18 months, planning scheme changes have often come into effect on the same day Council was notified, creating significant operational pressures and limiting the time available to assess and implement the changes across Council's planning functions.

The changes to the compliance and enforcement sections of the Act occurred on 3 August 2026, some of these changes will have direct impacts for planning enforcement functions and include:

- Increasing the time that proceedings for offences can commence from 12 months to 24 months.
- Introduction of new powers of entry for authorised officers to investigate matters if the authorised officer “reasonably believes that permanent and irreversible damage or material harm to the environment in contravention of the planning scheme is occurring, is about to occur or has occurred and entry is required to obtain evidence of damage, harm or contravention”.
- New offence against a person “knowingly or recklessly” making a false or misleading statement or providing false or misleading information.
- Increase in penalties for offences.

The extension of the timeframe for commencing proceedings for planning offences is a significant reform to planning enforcement. Previously, enforcement action was required to commence within 12 months of an offence occurring, which limited Council's ability to prosecute matters that were not identified until after that period had expired. This was particularly challenging for breaches such as unlawful tree removal, where offences are often discovered well after the works have occurred. Extending the timeframe to 24 months will provide Council with a greater opportunity to investigate and prosecute planning offences, increasing the likelihood that non-compliance can be addressed through direct enforcement action rather than relying on more complex and resource-intensive enforcement order processes.

The new power of entry will increase Authorised Officers' ability to undertake timely investigations of potential offences in progress. Previously, authorised officers generally needed to provide at least two days' notice to the occupier or obtain the occupier's consent at the time of inspection before entering land to investigate a potential planning offence. Under the new provisions, authorised officers may enter land without prior notice or consent where they reasonably believe that permanent and irreversible damage, or material environmental harm, has occurred, is occurring, or is about to occur, and entry is required to obtain evidence of the

contravention. While this power is only expected to be used in limited and serious circumstances, it will provide Authorised Officers with the ability to respond quickly where delays could result in further damage or the loss of evidence. Examples may include the demolition of a significant heritage building, the unlawful removal of protected vegetation, or other works causing irreversible environmental harm where immediate investigation is required.

The introduction of a new offence for knowingly or recklessly providing false or misleading information/statements, together with the substantial increases in penalties for planning offences, strengthens the overall enforcement framework and increases the consequences for non-compliance. However, these changes will not alter Council's enforcement role, nor will it change the penalty amounts Council can issue through infringements (fines). While Council may investigate alleged offences, gather evidence and commence proceedings where appropriate, the decision regarding penalties issued for the offence remains a matter for the Courts.

While there is default commencement date for the Amending Act is 29 October 2027, it is likely that further changes will be proclaimed into the Act before this date. As further changes are proclaimed, they will be reported to Council as appropriate.

Value capture measures for SRL East precincts

The funding and delivery of community infrastructure was a significant issue raised by Council throughout the SRL East Standing Advisory Committee (SAC) process. Council expressed concerns regarding extent of community infrastructure earmarked within the implementation plans for delivery by Council within each precinct and the absence of a clear funding mechanism to support its delivery.

Despite the importance of this issue, the value capture measures proposed to fund SRL East infrastructure, including the Infrastructure Contributions Plan (ICP) framework and the proposed parking levy, were not presented for consideration through the SAC process. These measures were announced by the State Government and published by the SRLA on 18 December 2025, the SRLA however, did not advise Council's that this information was available, has not written to Council to formally advise this and did not raise or advise of it during the SAC meetings on the precinct plans.

The timing of this announcement is notable, as it meant that Councils and other stakeholders did not have an opportunity to examine, test or provide submissions on the proposed funding mechanisms, nor assess whether the anticipated contributions would be sufficient to support the significant infrastructure outcomes identified in the implementation plans. Funding mechanisms were expressly excluded from the scope of the SAC hearings, limiting the ability for concerns regarding infrastructure funding, delivery responsibilities and contribution rates to be fully explored through the independent review process.

On 18 December 2025, the SRLA announced that SRL East will be funded through three sources: \$11.5 billion from the Victorian Government, \$11.5 billion from the Commonwealth Government, and \$11.5 billion raised through value capture measures. These value capture measures include the introduction of Infrastructure Contributions Plans (ICPs) and a parking levy applying across all six SRL East precincts. The revenue generated will be used to repay State borrowing associated with the delivery of SRL East over a 40-year period. Further work is continuing on the detailed operation of the ICPs, including contribution categories, collection mechanisms and implementation responsibilities.

The proposed value capture measures are described in the table below:

Measure	Timing	Who pays?	Rate	Borrowing repaid
Land tax	Existing and ongoing	Existing land taxpayers	Existing land tax rate	\$5.75 billion
Windfall gains tax	Existing and ongoing	Landowners	Existing windfall gains tax rate	\$0.45 billion
Infrastructure Contributions Plans levy	From 1 Jan 2027	Developers & landowners	For residential properties: 2027-2032: Structure Plan Area - commencing at \$11,350/ dwelling Outer Ring Area - \$0/ dwelling 2032-2035: * Structure Plan Area – commencing at \$33,924/ dwelling Outer Ring Area – \$13,158/ dwelling 2035-2062: Consistent rates across the Declared Planning Area Non-residential rates will apply at the rates in the Train and Tram Zone Activity Centre Infrastructure Contributions Plans	\$2.9 billion
Car parking levy	From 2035	Owners of off-street car parking spaces	Annual levy per liable car parking space, per the existing congestion levy category 1 rates	\$0.8 billion
State-initiated development	TBC	State & private development partners	N/A	\$1.6 billion
Total				\$11.5 billion

**- Note: The increase in 2035 for the structure plan area ICP charge to \$33,924 is due to the addition of a SRL East construction cost recovery charge of \$20,766 which is to be remitted to the State Government. This means that the actual local infrastructure component is \$13,158.*

Infrastructure Contribution Plans (ICP)

Council notes that the SRL East ICP levy is proposed to contribute towards the delivery of infrastructure required to support the growth anticipated within the precincts. The SRLA has indicated that ICP revenue is intended to assist in funding community infrastructure identified through the precinct planning process and implementation plans.

However, Council's remains concerned that the implementation plans released to date identify a broad range of community infrastructure projects, services and public realm improvements, but do not clearly identify how these projects will be funded, the proportion of costs to be met through ICP revenue, or the funding responsibilities of the State Government, Council and other delivery agencies. Further the SAC noted that *the draft implementation plans provide no certainty that the actions and key projects will be delivered. They have no statutory weight, and there is no clear statutory requirement to implement the actions or key projects outlined in the implementation plans.*

In the absence of a detailed ICP ordinance and supporting funding framework, it remains unclear whether the revenue generated through the proposed levy will be sufficient to deliver the infrastructure identified within the implementation plans, or whether there may be an expectation that Council contribute towards the delivery, operation or ongoing maintenance of these projects. This creates uncertainty regarding the future financial implications for Council and the extent to which local government may be required to support the implementation of the SRL East planning framework.

Car parking levy

The State Government in its announcement in December 2025 indicated that the car parking levy will operate in a similar way to the existing congestion levy in inner Melbourne (congestion levy). The congestion levy applies to certain off-street parking spaces and is generally paid by the owner of the parking space. Whether the levy is payable on a parking space depends on factors such as its location, ownership and how it is used.

Under the existing congestion levy, parking spaces owned by organisations such as councils, hospitals, universities, libraries, museums, charities and religious organisations can be exempt. However, these exemptions do not apply where a fee is charged for parking.

This means that if the SRL East parking levy operates in a similar way, Council owned car parks that are free to use may be exempt from the levy. However, if paid parking is introduced in SRL East precinct areas, Council could potentially become liable to pay the levy on those parking spaces.

The existing congestion levy also provides exemptions for some residential parking, visitor parking, disability parking and emergency vehicle parking. While this provides an indication of how the SRL East levy may operate, the detailed rules for the proposed SRL levy have not yet been released by the State Government. As a result, it is not yet possible to determine the full financial impact on Council, businesses or other landowners. If the levy is implemented in a similar form to the existing congestion levy, eligibility and liability will need to be assessed for each property individually based on the ownership, location and use of its parking spaces.

FINANCIAL IMPLICATIONS

The Suburban Rail Loop Authority (SRLA) is preparing Infrastructure Contributions Plans (ICP's) for the SRL East precincts that are scheduled to come into effect in January 2027. Council will be the collection agency and will incur ongoing costs in collection, monitoring and remitting one third of the ICP charge to the State Government.

It is likely that the standard infrastructure contribution will not be sufficient to appropriately contribute to the infrastructure improvements promised by the Implementation Plans for each SRL Precinct Area.



The SAC identified a significant financial risk for Council arising from the current approach of deferring detailed planning for public open space, community infrastructure and key transport links until after rezoning occurs. The SAC warned that delaying land identification and reservation is likely to increase future land acquisition costs, reduce opportunities to secure strategically located sites and make delivery of essential infrastructure more expensive.

The SAC also expressed concern that the proposed funding and delivery mechanisms are insufficiently developed and that the Voluntary Public Benefit Uplift Framework (VPBUF) has not been demonstrated as a reliable source of funding for affordable housing, open space and community infrastructure. The Committee concluded that without clear funding pathways, delivery responsibilities and governance arrangements, there is a risk of infrastructure shortfalls and cost pressures being transferred to government and councils.

There remains significant uncertainty regarding the ultimate financial implications for Council, with many critical questions still unanswered. In particular, there is currently limited detail regarding the infrastructure that will be funded through the ICPs, the extent of any funding shortfalls, the role and effectiveness of alternative funding mechanisms such as the VPBUF, and the allocation of delivery responsibilities between the State, Council and other agencies. While the SAC has identified a range of risks associated with the current approach, the full extent of these risks cannot be properly assessed until further information is provided by the State Government and SRLA. A further update will be provided once additional information becomes available and has been reviewed, enabling a more informed assessment of Council's potential financial risks.

POLICY IMPLICATIONS

There are no policy implications to this report.

CONSULTATION

Community consultation was not required.

SOCIAL IMPLICATIONS

There are no social implications to this report.

HUMAN RIGHTS CONSIDERATIONS

There are no human rights implications to this report.

GENDER IMPACT ASSESSMENT

A GIA was not completed because this agenda item is not a 'policy', 'program' or 'service'.

CONCLUSION

The approval of the four planning scheme amendments to implement the SRL East precinct planning work occurred over a two week period in July 2026.



The SAC in their report on the SRL amendments concluded that significant additional strategic work is required before the planning framework is fully implemented. In particular, the Committee recommended that planning for open space, community infrastructure, transport connections, funding mechanisms and implementation arrangements be resolved prior to the implementation of the planning scheme amendments, to ensure future growth is supported by the infrastructure and community facilities necessary to deliver the intended precinct outcomes.

It does not appear that the necessary further strategic planning, infrastructure investigations and funding arrangements suggested by the SAC have been undertaken by SRLA before the approval of the amendments.

The proposed SRL East Infrastructure Contributions Plan and associated value capture measures, including future parking levies, are likely to have ongoing financial implications for property owners and developers within SRL East precincts over the 40-year funding period identified by the State Government.

The first proclamation of the Planning Amendment (Better Decisions Made Faster) Act 2026 marks the commencement of significant planning reforms that will continue to be implemented over the next 12 months, with further changes to Victoria's planning system, compliance framework and infrastructure contribution arrangements still to come.

ATTACHMENT LIST

1. SRL East Links to documents [7.1.3.1 - 1 page]
2. SRL Response to SAC Reports and Recommendations [7.1.3.2 - 12 pages]
3. Updating the Planning and Environment Act [7.1.3.3 - 8 pages]
4. SR L_ Value Capture Measures [7.1.3.4 - 10 pages]

Attachment 1

SRL East Planning Scheme Amendments and Documents

These documents can be accessed by the links below.

Planning Scheme Amendments

Amendment C176 (Monash Precinct)

<https://planning-schemes.app.planning.vic.gov.au/Monash/amendments/C176mona>

Amendment C177 (Glen Waverley Precinct)

<https://planning-schemes.app.planning.vic.gov.au/Monash/amendments/C177mona>

Amendment GC247 (Clayton Precinct)

<https://planning-schemes.app.planning.vic.gov.au/Monash/amendments/GC247>

Amendment GC248 (Burwood Precinct)

<https://planning-schemes.app.planning.vic.gov.au/Monash/amendments/GC248>

SRL East Precincts - Standing Advisory Committee Reports

General information and completed reports are all listed on the page below:

<https://www.planningpanels.vic.gov.au/panels-and-committees/projects/suburban-rail-loop-east-precincts-standing-advisory-committee>

Volume 1	Summary and Approach
Volume 2	Common Issues Report
Volume 3	General Issues Report
Volume 4	Box Hill Precinct Report
Volume 5	Burwood Precinct Report
Volume 6	Cheltenham Precinct Report
Volume 7	Clayton Precinct Report
Volume 8	Glen Waverley Precinct Report
Volume 9	Monash Precinct Report

Suburban Rail Loop East Precincts Planning Scheme Amendments



Department
of Transport
and Planning

Response to Suburban Rail Loop East Precincts Standing Advisory Committee reports

Suburban Rail Loop East Precincts Standing Advisory Committee

On 1 June 2025 the Minister for Planning appointed the Suburban Rail Loop (SRL) East Precincts Standing Advisory Committee (the Committee) to provide advice on specific matters, as referred to the Committee by the Minister for Planning. These matters concern the implementation of draft structure plans and draft planning scheme amendments prepared for the SRL East precincts by the Suburban Rail Loop Authority (SRLA).

On 4 July 2025 the Minister for Planning provided the Committee with the referred matters for the draft amendments. The Committee held public hearings from 27 August to 18 December 2025.

On 23 February 2026 the Committee provided its reports to the Minister for Planning, the Minister for the Suburban Rail Loop and SRLA:

- Volume 1 Summary and Approach
- Volume 2 Common Issues
- Volume 3 General Issues
- Volume 4 Box Hill Precinct
- Volume 5 Burwood Precinct
- Volume 6 Cheltenham Precinct
- Volume 7 Clayton Precinct
- Volume 8 Glen Waverley Precinct
- Volume 9 Monash Precinct

The reports of the Committee and its Terms of Reference can be found here:

<https://www.planningpanels.vic.gov.au/panels-and-committees/projects/suburban-rail-loop-east-precincts-standing-advisory-committee>

SRLA considered the Committee's advice as part of the preparation and adoption of the planning scheme amendments, before submitting them to the Minister for Planning for approval.

In deciding on the amendments, the Minister for Planning considered the Committee's advice, along with planning reforms introduced during and after the Committee's hearing process.

On 24 June 2026 Minister for Planning approved the amendments:

- Cheltenham - GC246 (Bayside and Kingston Planning Schemes)
- Clayton - GC247 (Kingston and Monash Planning Schemes)
- Burwood - GC248 (Monash and Whitehorse Planning Schemes)
- Monash - C176mona – (Monash Planning Scheme)
- Glen Waverley - C177mona- (Monash Planning Scheme)
- Box Hill - C255whse (Whitehorse Planning Scheme)



Further information about the amendments can be found here:

<https://www.planning.vic.gov.au/planning-schemes/amendments>

<https://bigbuild.vic.gov.au/projects/suburban-rail-loop>

Responsible authority

In preparing the amendments, SRLA specified the Minister for Planning as the responsible authority, to be responsible for the consideration of some planning permits and other consent matters. This position reflects matters raised in response to the Committee's advice, the strategic importance of the development of the precincts and the approach taken in other locations of significant change such as central Melbourne, Fishermans Bend and central Geelong. These matters generally include:

- development where the estimated cost is at least \$50 million
- development of one or more buildings with a height of six storeys or greater above ground
- use or development that provides a public benefit consistent with the Precinct Zone, including any section 173 agreement related to the provision of a public benefit
- any master plan required by the Precinct Zone and the Monash Concept Plan required at that precinct.

Suburban Rail Loop East Precincts Planning Scheme Amendments



Response to Suburban Rail Loop East Precincts Standing Advisory Committee reports

Summary of response to the Committee's recommendations

Referred matter	Response
Common Issues	
Voluntary public benefit uplift framework (VPBUF)	VPBUF has been amended and limited to affordable housing. Cash in lieu able to be provided. The exhibited Floor Area Uplift (FAR) requirements and the spatial application of the mechanism are accepted with no changes. SRLA is committed to reviewing the VPBUF within 2 years. The Minister for Planning is the responsible authority for applications that use the uplift provisions of the Precinct Zone (PRZ).
Open space	SRLA is confirmed as the lead agency, as identified in the Implementation Plans, to determine the form, scale and location of new and enhanced public open spaces, in partnership with councils, in precincts where new open space has been identified as being required. The Victorian Government is leading work on Plan for Victoria Action 13 which is developing a state-led approach to provision of open space.
Community infrastructure	Since the completion of the hearings, the Victorian Government has announced the Infrastructure Contributions Plan (ICP) program for SRL precincts which will contribute to funding future community infrastructure.
Draft Implementation Plans	The advice of the Committee has been considered by SRLA in finalising the plans, however, they do not form part of planning scheme or planning scheme amendment process. Implementation Plans now include an action to introduce ICPs to contribute to funding infrastructure in the precincts and include a review process every five years.
General Issues	
Contaminated Land	The requirements of the relevant Ministerial Directions, MD1 and MD19, have been considered and met. The application of the Environmental Audit Overlay is appropriate to defer the requirement for a Preliminary Risk Screen Assessment or Environmental Audit for potentially contaminated land. The decision guidelines, included in the PRZ and Built Form Overlay (BFO) schedules, enable the consideration of potentially contaminated land, where relevant, as part of a permit application.



Referred matter	Response
Diversity and mix of housing types	Existing state policy supports housing diversity. Built form controls within the amendments contribute to housing diversity, and the Implementation Plan seeks to encourage diversity of housing types and sizes. The five-yearly structure plan review will allow for the monitoring of progress and future opportunities and the need for changes to support housing diversity.
Social and affordable housing	Changes to VPBUF to provide only for affordable housing contributions, while noting that the framework does not preclude a cash in lieu contribution. A voluntary approach using an uplift mechanism is considered the appropriate pathway to secure affordable housing. It is premature to set specific affordable housing targets for the precincts given the legislative and regulatory reforms being developed in relation to affordable housing contributions arising from the <i>Planning Amendment (Better Decisions Made Faster) Act 2026</i>.
Sustainability, waste management and integrated water management	The amendments include provisions relating to stormwater and waste management and, in the Burwood, Monash and Clayton precincts, noise management provisions. The existing provisions of the Victoria Planning Provisions (VPP), including Environmentally Sustainable Development (ESD) local policies of the planning schemes, relating to sustainability, waste management and integrated water management continue to apply. Action 18 of Plan for Victoria commits to implementing a statewide approach to environmentally sustainable and climate-resilient development which has had substantial progress in relation to residential development, with further preparation of non-residential requirements is currently being prepared.
Transport – mode shift	The mode shift targets within the Structure Plans are accepted. The Structure Plans require a five-yearly review process to consider whether further changes are required to support mode shift, which will determine its success and the need to review parking rates. Amendment VC277 was introduced on 18 December 2025 and partially implemented Action 5 of Plan for Victoria by introducing reformed car parking provisions by matching requirements with demand to achieve housing affordability and reduce traffic congestion. The Parking Overlay rates have been translated within the amendments to match the new framework which are reliant on Public Transport Accessibility Level maps and maintain lower parking requirements as proposed by SRLA. Specific bicycle parking rates have not been introduced as the existing VPP are considered appropriate. The implementation of the remainder of



Referred matter	Response
	Action 5 will result in new statewide bicycle parking rates being introduced.
Master plans	The Structure Plans have been updated to provide further information about site selection. The rationale for site selection is provided in the background reports for each Structure Plan. The PRZ schedules have been drafted to ensure the operation of the master plans occur as intended, including alignment with the Ministerial Direction on the Form and Content of Planning Schemes and VPPs.
Deemed to comply provisions	The approach is accepted and standards BF04 (Overshadowing of open space or public realm), BF06 (Side and rear setbacks and building separation within a site) and BF012 (Landscaping and fencing) are retained as deemed to comply provisions, noting SRLA undertook further testing of architectural schemes which identified that deemed to comply standards achieve appropriate outcomes with greater certainty, consistency and efficiency. BF010 (Pedestrian connections) is reverted to a discretionary control. The deemed to comply provisions are considered to generally align with recent state changes to Clauses 54, 55 and 57 and provide for acceptable outcomes.
Strategic sites	The Structure Plans have been updated to clarify the difference between strategic sites and master plan sites. Built form controls applied to strategic sites are considered to adequately reflect their role. Several strategic sites in Monash have been removed, including Monash University land to the east of Blackburn Road.
Privacy and overshadowing of private open space	The approach is accepted, SRLA undertook further testing of architectural schemes which determined overlooking in Residential Neighbourhood areas is best managed by building setbacks and dwelling orientation. Decision guidelines have been included that relate to measurable solar outcomes to secluded private open space, similar to those specified at Clauses 55 and 57.
Overshadowing of public realm	Performance-based controls to protect public spaces from over shadowing, including increasing protections to ensure sunlight access in winter, are generally introduced throughout precincts. The Structure Plans and relevant neighbourhood design guidelines have been updated to align with the Committee's recommendations. Overshadowing requirements have been included for 'other parks' not specifically identified for protection.
High quality design	The existing framework is deemed satisfactory to achieve good design.



Referred matter	Response
	Reference to 'design excellence' and an independent design review have been removed. PRZ and BFO schedules have been updated to consistently require 'high quality' design through updates to the objectives, application requirements and decision guidelines.
Offsite amenity impacts	The PRZ schedules are generally appropriate to manage these impacts, subject to minor adjustments consistent with the Committee's recommendations, including requiring consultation with the Environment Protection Authority Victoria as part of amenity impact plan process. Existing requirements for acoustic amenity are considered appropriate.
Pedestrian connections and links	Alignments and terminology for pedestrian connections and key links have been reviewed and rationalised. Terminology in Structure Plans has been amended to use the classification of 'specific' and 'indicative' and critical preferred alignments with a view of connecting key destinations. Critical links are secured with Public Acquisition Overlays (PAOs), master planning of strategic sites or key projects in Implementation Plans. 'Specific' and 'indicative' links are identified in the BFO and PRZ schedules and additional incentives are included to deliver non-critical links. A further review of pedestrian connections against strategic criteria resulted in the deletion of 16 connections across all precincts. Establishing a hierarchy of pedestrian links has been deemed unnecessary and has not been supported. Existing delivery mechanisms for pedestrian links are considered appropriate and additional PAOs are not required at this time.
Tree canopy cover	The precinct-level approach to canopy tree provisions balances development feasibility and canopy cover across the precinct, including provision of a greater canopy cover further from the core. The development objectives in the BFO schedules have been amended to promote the retention of existing trees and standard B12 updated to include large trees. Amendment VC283 was gazetted during the Committee hearings and set a state-wide strategy to achieve an overall 30% tree canopy target in urban areas.
Third party review rights	The PRZ and BFO supports a deliberate shift to limiting third party notice and review rights to expedite and facilitate development in appropriate locations, in line with the VPP parent provision.

Suburban Rail Loop East Precincts Planning Scheme Amendments



Response to Suburban Rail Loop East Precincts Standing Advisory Committee reports

Referred Matters - Precinct Specific

Building height, distribution and transition

Box Hill	The decision guidelines for BFO5 include the consideration of views to open sky between building forms.
Burwood	The maximum building height for lots along Fletcher Parade and Cropley Court that adjoin the Gardiners Creek reserve have been reduced from 27 metres to 21 metres. The southern side of Highbury Road between Huntingdale Road and the eastern edge of the Structure Plan area has been reduced in building height from 27 metres to 21 metres.
Cheltenham	The former Highett Gasworks PRZ4 (Kingston) schedule has been updated to allow a maximum building height of 52 metres fronting the Nepean Highway with the remainder of the site to be maintained with a maximum building height of 43 metres. Southland PRZ3 (Kingston) schedule has been updated with the requirement of additional upper-level setbacks along Chesterville Road and the Jean Street interface.
Clayton	The building height for 463-469 Clayton Road, Clayton South has been reduced from 6 storeys to 4 storeys in both the BFO and Structure Plan. The decision guideline is maintained to enable considerations for an increased height at the 409 Clayton Road site.
Glen Waverley	Lakeview Court is retained in the PRZ5 and BFO11, with a reduced height limit of 9 metres. Lots fronting Kinnoull Grove with a height of 6 storeys have been reduced to 4 storeys in BFO11. Consequential changes made to Structure Plan. No changes have been made to the heights in the central core to facilitate transformative change.
Monash	The building heights for PRZ4 Area 2 have not been changed. No changes made to heights proposed for BFO6 to reflect increased accessibility to transport and services afforded by proximity to the SRL station.

Setbacks

Burwood	Increased setbacks for Burwood Highway have been included at Whitehorse BFO2 and BFO3.
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Referred Matters - Precinct Specific

Clayton Setbacks have not been introduced around Meppel Drive Playground, as broader changes to generally address overshadowing of public spaces achieve the intention of the recommendation.

See **Overshadowing of public realm**

Monash Changes made to setbacks in PRZ4 as recommended by the Committee with consequential changes to the Structure Plan.

No changes made to PRZ3 as equitable access to privacy, daylight and outlook are appropriately addressed in built form controls in BFO schedules.

See **Overshadowing of public realm**

Pedestrian and cycling access and links

Box Hill See **Pedestrian connections and links**

Burwood See **Pedestrian connections and links**

Cheltenham SRL East main works include multiple crossings to improve amenity and pedestrian and cyclists' safety. Actions in the Implementation Plan create legible and a safe active transport network which addresses the Committee's recommendation.

Clayton See **Pedestrian connections and links**

Monash The Implementation Plan includes an action about planning for further connections between different modes of transport.

Public Open Space

Box Hill See **Open space**

Burwood The Structure Plan and Implementation Plan were amended to identify Lundgren Reserve as 'enhanced open space' instead of 'potential enhanced open space'.

See **Open space**

Glen Waverley See **Open space**

Cheltenham The Schedule to Clause 53.01 is amended in relation to the former Highett Gasworks site consistent with the Committee's recommendation.

Clayton See **Open space**

Monash The Structure Plan and Implementation Plan have been amended to include an additional investigation area at 700 Blackburn Road, Notting Hill consistent with the Committee's recommendation.



Referred Matters - Precinct Specific	
	See Open space
Overshadowing and shading (public)	
Box Hill	See Overshadowing of public realm
Burwood	Performance based overshadowing controls have been retained for the Gardiners Creek corridor measured at the Winter solstice. See Overshadowing of public realm
Glen Waverley	Performance based overshadowing controls have been introduced to the Glen Waverley station forecourt and library forecourt. BFO schedules have been amended to be consistent with the approach outlined within Overshadowing of public realm.
Land use mix and capacity	
Box Hill	Changes to PRZ3 (since re-numbered to PRZ4) includes amendments to the table of uses for Area 4 and changes to BFO6 to support key worker housing, student accommodation and the design of health and education facilities, with wording modified in accordance with the Committee's recommendations. Changes to the applied zone in specified locations, from Mixed Use Zone to Residential Growth Zone, consistent with the Committee's recommendations.
Clayton	Changes to the applied zone in specified locations, from Mixed Use Zone to Residential Growth Zone, consistent with the Committee's recommendations. BFO4mona and BFO6king amended to retain the head provision building layout and adaptability outcomes.
Glen Waverley	Changes made to the boundaries of Areas in the PRZ5 consistent with the Committee's recommendations. Changes to the applied zone in specified locations, from Mixed Use Zone to Residential Growth Zone, consistent with the Committee's recommendations. Changes in PRZ5 to the table of variations to applied zones and other wording in relation to office space in Area 4.
Car parking availability and rates	
Clayton	The Structure Plan has been amended to clarify that on-street parking will be retained on Clayton Road south of the railway line.



Referred Matters - Precinct Specific

Monash	Other than land in the Public Use Zone, the Parking Overlay is applied to Monash University landholdings. As the recommendation to rezone the Monash Waste Transfer Station has not been accepted, the Parking Overlay has not been applied to the site.
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Community Infrastructure

Burwood	The Implementation Plan includes an action for further work to be undertaken to confirm specific community infrastructure needs. Bennettswood Reserve has been removed as a community infrastructure opportunity area in the Implementation and Structure Plans. This reflects Council's direction for the Reserve to be an open and outdoor recreation space.
Cheltenham	The Implementation Plan includes an action requiring identification of a specific site for community infrastructure including library and community hub.
Clayton	The Implementation Plan includes an action requiring identification of a specific site for community infrastructure including library and community hub. The Structure Plan was amended to recognise the capacity of existing community infrastructure network and strong forecast population growth. The Implementation Plans for Clayton and Monash confirm the process for identifying scale and form of library services accordingly.

Strategic sites

Cheltenham	Local policy includes considerations for strategic sites identified within SRL precincts to broadly support their redevelopment and intensification.
Clayton	The BFO6 identifies the City Timber site as a strategic site. The BFO6 provides sufficient guidance without the need for a specific master planning process. The PMP Printing site identification as a strategic site from BFO schedules has been removed. This site is not affected by the Precinct Zone.

Roads and street network

Box Hill	The East-west through block link shown on Map 1 of PRZ6 has been updated as an "Active transport connection" for clarity.
Burwood	Department of Transport and Planning is responsible for monitoring arterial roads and an action of the Implementation Plan requires monitoring of the local road network.



Referred Matters - Precinct Specific

	The five-yearly review provides an opportunity to consider appropriate future upgrades. As such, a new action to undertake additional modelling is not supported.
Cheltenham	Any changes to specified intersections form part of the SRL East main works. If further traffic modelling is required, it will be associated with the Environment Effects Statement. This recommendation is beyond the scope of the Structure Plan and amendment process.
Glen Waverley	Agree in principle that further assessment required to address pedestrian amenity and that it is appropriate to action this after gazettal of amendments. The actions of the implementation plan adequately address the Committee's recommendations.
Monash	Ferntree Place reinstated with the status of being an essential key street. Applying the PAO to additional properties along essential key streets is not supported and would instead be considered in future planning processes.

Bayside Business District Planning Policy

Cheltenham	Changes to the local policy at Clauses 11.03.6L-02 is beyond the scope of the amendment as it applies to land outside Structure Plan. Bayside City Council is the planning authority for any local policy changes beyond Structure Plan areas.
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Demand for apartments

Clayton	It is not considered necessary to specify the need for three-bedroom apartments. The Structure Plan includes housing diversity aspirations, tailored to each precinct, sourced from Housing Needs Assessment Technical Background Report. See Diversity and mix of housing types
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Aviation

Clayton	SRLA consulted with Department of Health and Victorian Hospital Building Authority as requested by the Committee. The heights in the relevant BFOs were clarified to ensure there was consistency with hospital flight path protections.
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Wind considerations

Burwood	The PRZ4 wind considerations are derived from the BFO parent provision which considers the appropriateness of comfortable wind conditions.
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Referred Matters - Precinct Specific

Monash	The BFO1 wind considerations are derived from the BFO head provision which considers the appropriateness of comfortable wind conditions.
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Noise and vibration

Monash	Noise and vibration impacts are adequately managed in existing state policy, particular provisions and across other legislative regulations.
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Precinct Zone – application to specific sites in the Monash Structure Plan area

Monash	PRZ is being appropriately applied. University landholdings in and of itself are not a sufficient justification to rezone PRZ to PUZ. Strategic work is required by relevant landowners to justify any rezoning.
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Need more information?

Find out more about the government's initiatives at dtp.vic.gov.au



Department
of Transport
and Planning

Updating the Planning and Environment Act

Building a modern, fit-for-purpose planning system.

On this page:

[Planning Amendment \(Better Decisions Made Faster\) Act 2026](#)

[First proclamation and commencement of reforms](#)

[Consumer and Planning Legislation Amendment \(Housing Statement Reform\) Act 2025](#)

The Victorian Government is implementing a legislative reform program to ensure Victoria's planning system can meet the needs of the community, councils, landowners, businesses and governments now and into the future.

Planning Amendment (Better Decisions Made Faster) Act 2026

The *Planning Amendment (Better Decisions Made Faster) Act 2026* has been passed by Parliament and received Royal Assent on 17 February 2026.

The *Better Decisions Made Faster Act* makes changes to the *Planning and Environment Act 1987* (PE Act) to provide a more effective and efficient statutory planning framework to support the delivery of Victoria's Housing Statement and the actions of Plan for Victoria, including the aim to build 2.24 million homes across Melbourne and our regional cities and towns over the next 30 years.

The Act responds to recommendations arising from the Independent Broad-based Anti-Corruption Commission's Operation Sandon Special Report, which seeks to improve transparency and accountability in Victoria's planning system. It also allows the Government to act on recommendations made in the Yoorrook Justice Commission's report, Yoorrook Truth be Told.

The Act makes amendments to the PE Act to establish clear pathways for planning permits and planning scheme amendments that are proportionate to complexity, risk and the potential impacts of projects. This will allow lower impact amendments and permits to be processed and approved faster, making it more efficient and cost effective for councils and Government to make planning decisions that will unlock housing and economic opportunities.

Once fully implemented, the Act will:

- Establish three planning permit assessment streams to ensure alignment with the risk, complexity and impacts of any given application.
- Establish three pathways for planning scheme amendments that are proportionate to complexity, risk and the potential impact of a given amendment.
- Allow affordable housing contributions to be required as a condition of a planning permit.
- Establish a mechanism for state and regional plans to be formally approved, and then require planning authorities and the Minister for Planning to ensure that planning scheme amendments are consistent with approved plans.
- Provide greater flexibility to remove or vary restrictive covenants through an application for a planning permit.
- Increase enforcement powers to provide for more effective, consistent and coordinated compliance monitoring and enforcement.
- Update planning compensation legislation to align with case law and improve clarity.
- Update requirements regarding distinctive area landscapes to reduce the administrative burden of planning authorities and decision makers.
- Ensure that Registered Aboriginal Parties are invited to participate in strategic planning on Country and are given early notification of proposed development on land that has been prescribed to be culturally sensitive.
- Limit third-party appeal rights to those who receive direct notification of a planning permit application.
- Improve flexibility in how infrastructure contributions plans can be prepared and administered.

The passage of this Act marks the most significant update to Victoria's planning legislation and systems in decades. To help councils, industry, and Victoria's planning practitioners prepare for these reforms, the Act has been passed with a default commencement date of 29 October 2027. This will allow time for us to prepare supporting changes to our planning system including changes to the Planning and Environment Regulations 2015, preparing new Ministerial guidelines, updating the Victoria Planning Provisions, and other updates to Victoria's planning schemes and guidance materials.

We will consult with local government, the development industry and the community as we make these supporting changes over the coming years.

Find out more:

- [Planning Amendment \(Better Decisions Made Faster\) Bill 2025](#)

First proclamation and commencement of reforms

While the Act has a default commencement date of 29 October 2027, some provisions that make immediate practical improvements to the PE Act were proclaimed on 2 June 2026 and came into effect from 3 June 2026. New compliance and enforcement provisions have been set to come into effect on 3 August 2026.

The following provisions of the [Planning Amendment \(Better Decisions Made Faster\) Act 2026](#) come into effect from 3 June 2026:

- Updates to Distinctive Areas and Landscapes (DALs) provisions
- Changes to compensation provisions
- New requirements to give notice of VC amendments
- Changes to how Infrastructure Contributions Plans (ICPs) can be administered
- Changes to how Growth Area Infrastructure Contributions (GAIC) can be administered.

Updates to Distinctive Areas and Landscapes (DALs) provisions (sections 68(3), 71 and 72)

DALs are regions recognised for their significant environmental, social, cultural and economic values. They are essential to the functioning of our urban areas by providing clean air, water, food, resources and recreational opportunities.

The reforms will:

- Extend the timeframe for the Minister for Planning to prepare a Statement of Planning Policy from one year to two years after an area is declared as a DAL
- Allow for quicker and simpler corrections to Statements of Planning Policy and protected settlement boundaries
- Reduce administrative burden on planning authorities and decision-makers to declare and protect DALs.

Together, these changes support the ongoing protection and management of Victoria's most valued landscapes.

Further amendments to the DALs provisions will commence at the same time as amendments to the planning scheme amendment process.

Compensation provisions (section 203)

The changes to compensation provisions that will commence on 3 June 2026 will allow the Supreme Court and the Victorian Civil and Administrative Tribunal (VCAT) to pause or reduce the accrual of interest on disputed compensation claims where there is good cause, such as where the claimant causes a delay.

This reform will support faster outcomes by encouraging earlier negotiation and resolution of claims and reducing the incentives to prolong disputes.

The remaining provisions relating to compensation will commence and come into effect at a later date.

Notice of VC amendments (sections 7(1) and 10)

VC amendments introduce changes to the Victoria Planning Provisions and can affect multiple planning schemes at once.

Under the new provisions the Minister for Planning must provide at least 30 days' notice to affected councils before approving VC amendments. This will allow councils more time to prepare for changes and manage impacts on active planning applications.

The Minister will have the discretion to exempt some VC amendments from this requirement, including administrative amendments (e.g. technical corrections) and urgent amendments responding to environmental or other risks.

Infrastructure Contributions Plans (Part 9 division 1)

Infrastructure Contributions Plans (ICPs) help fund essential infrastructure to support growing communities.

In December 2025, we announced that we are expanding the ICP system to apply to train and tram zone activity centres and Suburban Rail Loop East precincts, to help deliver the things these communities need into the future.

The Act included reforms to provide more flexibility to determine what Infrastructure, facilities and services will be provide in response to growth and when investments will be made.

This proclamation brings those changes into effect and also enables:

- Allowing monetary contributions to fund land acquisition, where including land in the plan is not practical
- Enabling funding for infrastructure located outside an ICP area, where there is a sufficient nexus between the needs of the growing community in the plan area and the investment being proposed.
- Supporting delivery of infrastructure where land constraints limit provision within the plan boundary.

Growth Area Infrastructure Contributions (Part 9 division 2 (except section 223))

Growth Area Infrastructure Contributions (GAIC) support the funding of major infrastructure in Melbourne's growth areas.

The reforms will provide flexibility for GAIC funding to be used for regionally significant infrastructure located outside contribution areas, where it services those areas.

The Growth Areas Public Transport Fund (GAPTF) has been changed to the Growth Areas Transport Fund (GATF), allowing for the funding of state roads, and walking and cycling infrastructure.

This will enable more flexible and equitable investment across transport infrastructure.

Compliance and enforcement (Part 9 – except section 189)

Strengthened compliance and enforcement provisions will commence and be in effect from 3 August 2026.

These reforms provide for more effective, consistent and coordinated compliance with planning rules.

Central to the new enforcement powers are significantly increased financial penalties; the ability to apply civil penalties and a lower burden of proof; and the availability of new court-based sanctions that are more proportionate to the commercial benefits of non-compliance.

The delayed commencement allows time for councils, courts and enforcement officers to prepare for the transition and understand the new rules.

Further information will be provided ahead of commencement.

Section 189 which will introduce the requirement to develop and maintain a monitoring, compliance and enforcement policy. This reform is not commencing on 3 August 2026. It will commence at a later date.

Consumer and Planning Legislation Amendment (Housing Statement Reform) Act 2025

All provisions contained in the *Consumer and Planning Legislation Amendment (Housing Statement Reform) Act 2025* came into effect on 25 November 2025. Implementation activities, including amendments required to the [Planning and Environment Interim Regulations 2026](#) (PE Regulations) are expected to be completed by mid-2026

The remaining reforms include changes to:

- planning scheme amendments
- planning permits
- Ministerial call-ins and panels
- the Metropolitan Planning Levy
- planning compensation claims.

Planning scheme amendments

[Open all](#)

Clear pathway for landowner proposals for planning scheme amendments

The ability for a person to request a council to prepare a planning scheme amendment will be formalised and the council will be required to advise the person and the Minister of their decision on the request. The council will need to provide reasons for not progressing a planning scheme amendment request.

Minister can continue abandoned planning scheme amendments

The Minister will be allowed to elect to continue a planning scheme amendment (or part of a planning scheme amendment), if the amendment has been abandoned by the planning authority. The Minister becomes the planning authority for the remainder of the process.

New low-impact pathway for less complex planning scheme amendments

A new low-impact pathway commensurate with the risk profile of less complex amendments is created. These amendments will go through public exhibition but not require planning panel hearings to resolve submissions. Classes of amendments suitable for this pathway may also be prescribed in the PE Regulations for a streamlined authorisation process.

Planning permits

[Open all](#)

Incomplete applications

Responsible authorities will have an opportunity to undertake an initial check within five business days of receipt of a permit application to determine if the required supporting information and application fee has been provided. If after a request for the information has been made the information is not provided, the application will be considered void and of no effect.

Material detriment guidelines



The amendments will enable clarification of the matters a responsible authority must consider when determining whether the grant of a permit may cause material detriment to others to assist responsible authorities in identifying who notice should be given to when giving notice of an application.

Permit expiry



The default planning permit expiry times for the use and development of land will be extended from two years to three years to commence a use or development and five years to complete a development.

Ministerial call-ins and panels

The Minister is provided with the discretion to refer a planning permit application that has been called-in by the Minister to a planning panel by replacing in section 97E the term "must" for "may".

Metropolitan Planning Levy (MPL)

The Minister will be able to exempt applicants from having to pay the MPL in certain circumstances, including where an MPL payment has already been made for substantially the same application.

Certain classes of applications and certain circumstances will also be able to be prescribed as not being leviable planning permit applications.

Planning compensation claims

New requirements for planning compensation claims include:

- a claim must be made in the prescribed form, and
- a claim must be accompanied by supporting evidence as specified by the Minister by Order in the Government Gazette.

The amendments also introduced a head of power to prescribe a rate of interest to be applied when there are disputes about compensation payable due to the reservation of land for public purposes. The prescribed rate of interest would be applied to the difference between the amount of the claim made by the landowner and the amount of compensation offered by the state.

Page last updated: 02/06/26

Delivering the Suburban Rail Loop

The Suburban Rail Loop is more than a train line: it will transform how our city grows.

On this page

[Building for our future](#)

[Value capture: a global funding approach](#)

[Using value capture to fund SRL](#)

[Frequently Asked Questions](#)

Date: 18 Dec 2025

By the 2050s, Melbourne is expected to be a city of 9 million people. And the SRL will deliver the new transport connections and housing choices we need to make sure Melbourne remains a thriving and liveable city.

The SRL will slash travel times, take 600,000 cars off the road and create new public transport links to major universities and health precincts.

But importantly, it will also increase housing supply.

As Australia's largest housing project, it will help deliver thousands of new homes in our middle suburbs – giving more young people the chance to own their own home, and making sure our kids and grandkids don't have to move away from the communities they grew up in and love.

The SRL precincts are being carefully planned to make sure they have the right mix of housing choices – townhouses, apartments and more – as well as green, open space.

SRL is a plan that will come to life over decades.

And this funding plan reflects that generational impact.

Building for our future

Victoria's Housing Statement: The Decade Ahead 2024-2034 lays out a plan to tackle the root cause of the housing crisis – supply.

It sets a bold target of delivering 800,000 new homes over a decade.

But where these homes are built matters.

That's why we're planning for more homes in and around 60 train and tram zones across Melbourne, encouraging capacity for 300,000 new homes by 2051.

Building homes near public transport increases connectivity and reduces congestion.

And The SRL opens up new opportunities to deliver housing close to transport, jobs and services.

For example, consider London's Elizabeth line: in just 3 years of operation, it added an estimated £42 billion to the UK economy – more than 80 billion Australian dollars. Housing growth has increased near Elizabeth Line stations, with 71,000 new homes built within a kilometre of a new station over the past decade, and another 70,500 homes in the pipeline. As well, 125,000 new jobs were registered in the same areas from 2022-2023.

More people are now using public transport, with an extra 71,000 trips a day on the network.

The SRL East from Cheltenham to Box Hill is already under construction and will deliver 6 underground stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill. Tunnelling starts next year, and trains will take passengers in 2035. As Australia's largest housing project, The SRL will help deliver 70,000 new homes in the neighbourhoods around the 6 new underground stations, with a diverse mix of townhouses, apartments and affordable housing.

But The SRL's benefits extend beyond Melbourne. Regional rail services will connect to The SRL at transport super hubs in Clayton, and in Sunshine and Broadmeadows, when The SRL North is complete. For example, families in Gippsland will save 31 minutes travelling from Traralgon to Box Hill by changing at Clayton, compared to travelling all the way in and out of the CBD.

Regional passenger movements at the Clayton super hub are forecast to reach up to 7,000 per day. More than 40% of regional passengers approaching Melbourne from the Gippsland corridor will alight at Clayton.

The SRL precincts will improve liveability, create jobs and attract more residents and visitors. It is a project for all Victorians, but those properties closest to the project will

experience the most direct benefits.

Value capture: a global funding approach

Value capture has been used successfully to help fund major infrastructure projects across Australia and around the world.

In the UK, the Mayoral Community Infrastructure Levy (MCIL) is a charge on developers that recovers part of the cost of delivering London's Crossrail (also known as the Elizabeth Line). The charges are based on the net additional floorspace of a development. A 2023 report on the levy concluded it did not have any discernible adverse impact on development activity in London.

Queensland imposes the Transport Improvement Levy, a supplementary charge on municipal rates used to fund the Gold Coast light rail project.

In the ACT, Lease Variation Charges apply to developments benefiting from policy changes that enable them to develop land at higher densities.

In New South Wales, the State Government imposes a parking space levy payable by owners of off-street car parks that funds improvements to public transport infrastructure and services.

Using value capture to fund SRL

The SRL East will be funded from 3 sources.

Between Cheltenham and Box Hill – the SRL East will be funded from 3 sources:

- \$11.5 billion from the Victorian Government
- \$11.5 billion from the Commonwealth Government
- \$11.5 billion raised through value capture

None of these value capture mechanisms will directly apply to the family home.

Value capture is based on the simple principle that those who directly benefit from a project should contribute proportionally to its cost.

Increases in property value will naturally follow as the connectivity, productivity and liveability improvements created by SRL attract new businesses and residents.

SRL value capture measures will apply in the 6 SRL East precincts. The revenue from these 5 value capture mechanisms will repay up-front state borrowing over a 40-year period.

The SRL East value capture measures

Measure	Timing	Who	Rate	Share of up-front borrowing repaid by this initiative
Land tax	Existing and ongoing	Existing land tax payers	Existing land tax rate	\$5.75 billion
Windfall gains tax	Existing and ongoing	Landowners	Existing windfall gains tax rate	\$0.45 billion
Infrastructure Contributions Plans levy	From 1 Jan 2027	Developers and landowners seeking to increase the number of dwellings or amount of commercial floorspace in a property	For residential properties 2027-2032: Structure Plan Area[^] – commencing at \$11,350** per dwelling Outer Ring Area – \$0 per dwelling 2032-2035: Structure Plan Area – commencing at \$33,924** per dwelling Outer Ring Area – \$13,158 per dwelling 2035-2062: Consistent rates across the Declared Planning Area Non-residential rates will apply on a square metre floorspace basis, aligned with rates outlined in the Train and Tram Zone	\$2.9 billion

Measure	Timing	Who	Rate	Share of up-front borrowing repaid by this initiative
			Activity Centre Infrastructure Contributions Plans	
Car parking levy	From 2035	Owners of off-street car parking spaces	Annual levy per liable car parking space, per the existing congestion levy category 1 rates	\$0.8 billion
State-initiated development	TBC	State and private development partners	N/A	\$1.6 billion
Total				\$11.5 billion

*The Department of Treasury and Finance has assessed the revenue required to service the up-front borrowing on a Net Present Value basis.

^Structure Plan Area refers to the area within 800 metres from SRL stations, while Outer Ring Area refers to the area between 800 metres and 1,600 metres from SRL stations.

**Rates will be indexed annually.

Land tax

Land tax is a simple and effective value capture mechanism.

The SRL is expected to increase the value of land in the station precincts.

The revenue generated from land tax in SRL East precincts will therefore be used to support SRL construction.

Land tax rates in SRL precincts will remain consistent with existing settings and will only apply to those who already pay land tax, such as investors in SRL precincts.

It does not, and will not, apply to the family home.

Windfall gains tax

A rezoning is an amendment of a planning scheme that changes how land is used, often increasing its value.

Windfall gains tax applies when a rezoning results in a land value uplift of more than \$100,000. A tax on gains resulting from rezoning is widely recognised as an efficient and fair way of sharing these windfall gains across the community.

The revenue generated from Windfall gains tax that accrues in SRL East precincts will be used to support SRL construction.

There will be no increase to Windfall gains tax rates or changes to the current Windfall gains tax arrangements.

Infrastructure Contributions Plan levy

An SRL Infrastructure Contributions Plan levy will apply to new property developments in each SRL East precinct.

The levy will directly support SRL East construction and other new infrastructure including roads, footpaths and open spaces.

The Infrastructure Contributions Plan levy will apply to non-residential development and also to residential developments when that development will increase the number of dwellings or amount of non-residential floorspace in a property.

This one-off levy on new developments will commence from 1 January 2027 in the structure plan areas, which cover properties within approximately 800 metres from each SRL East station.

The initial rate will be the same as the charges applied to Train and Tram Zone Activity Centres, to attract early investment to the six SRL East precincts. The rate for SRL East precincts will be indexed annually and will then progressively increase in 2032 and again in 2035 when SRL East is operational.

The Infrastructure Contributions Plans will not apply to the full declared planning areas, or 'outer ring' of the SRL East precincts until 2032. This outer ring area covers properties between 800 metres to 1.6 kilometres from each station.

Car parking levy

The SRL will dramatically improve public transport connections, reducing reliance on cars.

A Car Parking levy, which already applies to off-street car parks in inner Melbourne, will be applied to SRL East precincts from 2035, when the SRL is operational. It will not apply to residential parking, and exemptions will be available for businesses who provide free visitor parking.

State-initiated development

State-initiated development will leverage land already acquired for construction of the SRL to generate revenue. This could be achieved by partnering with the private sector to promote investment in the SRL East precincts, which would deliver more homes faster. Development could include a mix of residential, commercial and retail uses, which will be determined once the SRL precinct structure plans are finalised next year.

What does this mean for:

Homeowners

Jim and Sam's home is in the Cheltenham SRL precinct. As the property is their family home there will be no changes for them. The exemptions associated with principal places of residence will continue to apply.

This means, as homeowners, Jim and Sam will continue to be exempt from paying land tax. If the land was rezoned, Jim and Sam would also be generally eligible for the residential land exemption from Windfall gains tax. They won't have to pay the SRL Infrastructure Contributions Plan levy either, unless they build an additional dwelling on their property.

Above and beyond the connectivity benefits they will enjoy when SRL is complete, Jim and Sam may see their property value increase as has happened in properties near similar developments across Australia and internationally.

For further information, please visit the [State Revenue Office website](https://www.sro.vic.gov.au/) <<https://www.sro.vic.gov.au/>>.

Landowners

Philippa owns an investment property within the Clayton SRL precinct and rents that property to tenants.

There will be no changes for Philippa. She will continue to pay the same land tax rates that already apply to the total value of taxable land owned in Victoria, excluding exempt properties like the family home.

Land tax applies to investment residential properties, commercial or industrial properties and vacant land.

For further information, please visit the [State Revenue Office website](https://www.sro.vic.gov.au/) [<https://www.sro.vic.gov.au/>](https://www.sro.vic.gov.au/).

Developers

Developer X is building a block of apartments in the Box Hill SRL precinct to capitalise on increased demand for apartments in this transport and commercial hub at the heart of the SRL East.

Developer X will be subject to land tax and the one-off Infrastructure Contributions Plan levy to help fund the construction of the SRL and other new infrastructure including roads, footpaths and open spaces.

If Developer X owns the land where the apartment block will be located and has benefited from a rezoning of the land, Windfall gains tax may also apply.

To learn more

See the [SRL Business and Investment Case <https://bigbuild.vic.gov.au/library/suburban-rail-loop/business-and-investment-case>](https://bigbuild.vic.gov.au/library/suburban-rail-loop/business-and-investment-case) (released in 2021) to understand the costs and outcomes of this project.

Frequently Asked Questions

Frequently Asked Questions on delivering the Suburban Rail Loop.

How will SRL East be funded using value capture?

As outlined in the 2021 SRL Business and Investment Case, SRL East will be funded from three sources:

- \$11.5 billion from the Victorian Government
- \$11.5 billion from the Commonwealth Government

- \$11.5 billion raised through value capture.

None of the value capture mechanisms will directly apply to the family home.

Value capture is based on the simple principle that those who directly benefit from a project should contribute proportionally to its cost.

Increases in property value will naturally follow as the connectivity, productivity and liveability improvements created by SRL attract new businesses and residents.

SRL value capture measures will apply in the six SRL East precincts. The revenue from these five value capture mechanisms will repay up-front state borrowing over a 40-year period.

Is value capture a proven funding approach for major transport and infrastructure projects?

Value capture has been used successfully to help fund major infrastructure projects across Australia and around the world.

In the UK, the Mayoral Community Infrastructure Levy (MCIL) is a charge on developers that recovers part of the cost of delivering London's Crossrail (also known as the Elizabeth Line).

The charges are based on the net additional floorspace of a development. A 2023 report on the levy concluded it did not have any discernible adverse impact on development activity in London.

Queensland imposes the Transport Improvement Levy, a supplementary charge on municipal rates used to fund the Gold Coast light rail project.

In the ACT, Lease Variation Charges apply to developments benefiting from policy changes that enable them to develop land at higher densities.

In New South Wales, the State Government imposes a parking space levy payable by owners of off-street car parks that funds improvements to public transport infrastructure and services.

What does this mean for homeowners within the SRL precincts?

Value capture measures will not be directly applied to people's principal place of residence.

For example, Jim and Sam's home is in the Cheltenham SRL precinct. As the property is their family home there will be no changes for them. The exemptions associated with principal places of residence exemption will continue to apply. This means, as

homeowners, Jim and Sam will continue to be exempt from paying land tax. If the land was rezoned, Jim and Sam would also be generally eligible for the residential land exemption from Windfall gains tax.

They won't have to pay the SRL Infrastructure Contributions Plan levy either, unless they build an additional dwelling on their property.

Above and beyond the connectivity benefits they will enjoy when SRL is complete, Jim and Sam may see their property value increase as has happened in properties near similar developments across Australia and internationally.

What does this mean for landowners within the SRL precincts?

Landowners will continue to pay the same land tax rates that already apply to the total value of taxable land owned in Victoria, excluding exempt properties like the family home.

For example, Philippa owns an investment property within the Clayton SRL precinct and rents that property to tenants. There will be no changes for Philippa. She will continue to pay the same land tax rates that already apply to the total value of taxable land owned in Victoria, excluding exempt properties like the family home. Land tax applies to residential investment properties, commercial or industrial properties and vacant land.

What does this mean for developers within the SRL precincts?

Developers will be subject to land tax and the one-off Infrastructure Contributions Plan levy to help fund the construction of the SRL and other new infrastructure including roads, footpaths and open spaces. For example, Developer X is building a block of apartments in the Box Hill SRL precinct to capitalise on increased demand for apartments in this transport and commercial hub at the heart of the SRL East. If Developer X owns the land where the apartment block will be located and has benefited from a rezoning of the land, Windfall gains tax may also apply.
